YAMAHA

SNOWMOBILE

OWNER'S MANUAL

SXV70G
SXV70ERG

LIT-12628-02-22

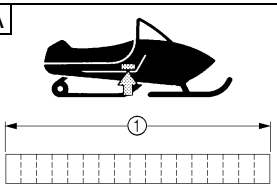
8EK-28199-10

⚠ WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

YAMAHA LIT-CALIF-65-01

A



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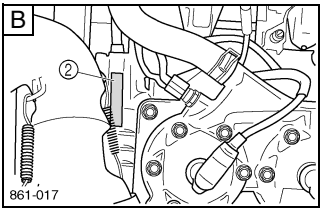

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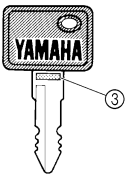

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ESU00286

MACHINE IDENTIFICATION

Identification number records

A. FRAME NUMBER:

B. ENGINE NUMBER (PRIMARY ID):

C. KEY NUMBER:

Record the frame number, engine number (Primary ID), and key number in the spaces provided for assistance when ordering spare parts from a Yamaha dealer.

① The **frame number** is the seventeen-digit number stamped on the frame of the snowmobile. (See fig. A.)
② The **engine number** is stamped in the location as shown. (See fig. B.)
③ **Key number** (See fig. C.)

Also, record and keep the ID numbers in a separate place in case the snowmobile is stolen.

ESU00001

INTRODUCTION

Congratulations! Your choice of a Yamaha snowmobile assures you of the highest quality and dependability. Your Yamaha snowmobile is manufactured by a company well-known for excellence in the field of snowmobiles. The most advanced production equipment and technology have made Yamaha one of the best snowmobile manufacturers. We are confident that this snowmobile will meet the greatest expectations of our customers. This manual is designed to acquaint you with the operation of this snowmobile and minor maintenance required for satisfactory service.

Should major repairs ever be required, you are advised to ask a Yamaha dealer to inspect and repair the snowmobile whenever it is necessary; they have the techniques, tools, and parts to ensure your satisfaction. We hope that the information within this manual will help you enjoy many hours of pleasure with your Yamaha snowmobile.

SXV70G
SXV70ERG
OWNER'S MANUAL
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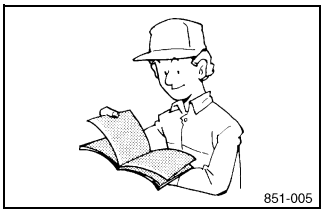
Printed in Japan
P/N LIT-12628-02-22



⚠ WARNING

PLEASE READ AND UNDERSTAND THIS MANUAL COMPLETELY BEFORE OPERATING THE SNOWMOBILE.

NOTE:

- Yamaha continually seeks advancements in product design and quality. Therefore, while this manual contains the most current product information available at the time of printing, there may be minor discrepancies between your snowmobile and this manual. If there is any question concerning this manual, please consult a Yamaha dealer.
- This manual should be considered a permanent part of this snowmobile and should remain with the snowmobile when resold.

Particularly important information is distinguished in this manual by the following notations.

⚠

The Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

⚠ WARNING

Failure to follow WARNING instructions could result in severe injury or death to the snowmobile operator, a bystander, or a person inspecting or repairing the snowmobile.

CAUTION:

A CAUTION indicates special precautions that must be taken to avoid damage to the snowmobile.

NOTE:

A NOTE provides key information to make procedures easier or clearer.

ESU00003

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YAMAHA MOTOR CORPORATION, U.S.A.
SNOWMOBILE LIMITED WARRANTY

Yamaha Motor Corporation, U.S.A. hereby warrants that new Yamaha snowmobiles purchased from an authorized Yamaha snowmobile dealer in the continental United States will be free from defects in material and workmanship for the period of time stated herein, subject to certain stated limitations.

WARRANTY PERIOD:

1. All Yamaha snowmobiles shall be warranted for a term of one (1) year from the date of purchase, plus a special early-season extension (if applicable).
2. All Yamaha snowmobile clutch components are warranted against abnormal wear for one (1) year from the date of purchase, plus a special early-season extension (if applicable).

DURING THE PERIOD OF WARRANTY any authorized Yamaha snowmobile dealer will, free of charge, repair or replace, at Yamaha's option, any part adjudged defective by Yamaha due to faulty workmanship or material from the factory. Parts used in warranty repairs will be warranted for the balance of the snowmobile's warranty period. All parts replaced under warranty become the property of Yamaha Motor Corporation, U.S.A.

GENERAL EXCLUSIONS from this warranty shall include any failures to the machine caused by:

1. Competition, racing, or non-Yamaha authorized rental use.
2. Operation on surfaces other than snow or ice.
3. Installation of parts or accessories that are not qualitatively equivalent to genuine Yamaha parts.
4. Abnormal strain, neglect, or abuse.
5. Lack of proper maintenance.
6. Accident or collision damage.
7. Modification to original parts.

SPECIFIC EXCLUSIONS from this warranty shall include parts replaced due to normal wear or routine maintenance including oil, spark plugs, clutch drive belts, slide runners, and track.

THE CUSTOMER'S RESPONSIBILITY under this warranty shall be to:

1. Operate and maintain the snowmobile as specified in the appropriate Owner's Manual.
2. Give notice to an authorized Yamaha snowmobile dealer of any and all apparent defects within ten (10) days after discovery, and make the machine available at that time for inspection and repairs at such dealer's place of business. You may locate your nearest authorized Yamaha dealer through your local telephone directory.

WARRANTY TRANSFER: To transfer any remaining warranty from the original purchaser to any subsequent purchaser, it is imperative that the machine be inspected and registered for warranty by an authorized Yamaha snowmobile dealer. In order for this warranty to remain in effect, this inspection and registration must take place within ten (10) days after ownership transfer. An inspection and registration fee will be charged for this service.

YAMAHA MOTOR CORPORATION, U.S.A. MAKES NO OTHER WARRANTY OF ANY KIND, EXPRESSED OR IMPLIED. ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE WHICH EXCEED THE OBLIGATIONS AND TIME LIMITS STATED IN THIS WARRANTY ARE HEREBY DISCLAIMED BY YAMAHA MOTOR CORPORATION, U.S.A. AND EXCLUDED FROM THIS WARRANTY.

SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS, SO THE ABOVE LIMITATION MAY NOT APPLY TO YOU. ALSO EXCLUDED FROM THIS WARRANTY ARE ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES INCLUDING LOSS OF USE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE EXCLUSION MAY NOT APPLY TO YOU.

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

SPECIAL EARLY-SEASON WARRANTY EXTENSION

A special warranty extension is available for all new Yamaha snowmobiles purchased between June 1 and December 1.

All new Yamaha snowmobiles purchased between June 1 and December 1 will have the warranty extended to November 30 of the following year.

YAMAHA MOTOR CORPORATION, U.S.A.
Post Office Box 6555
Cypress, California 90630

WARRANTY QUESTIONS AND ANSWERS

Q. What costs are my responsibility during the warranty period?
A. The customer's responsibility includes all costs of normal maintenance services, non-warranty repairs, accident and collision damages, as well as oil, spark plugs, clutch drive belts, and slide runners.

Q. What are some examples of "abnormal" strain, neglect, or abuse?
A. These terms are general and overlap each other in areas. Specific examples include: Running the machine out of oil, hitting an object submerged under snow, operation on surfaces other than snow or ice, operating the machine with a broken or damaged part which causes another part to fail, and so on. If you have any specific questions on operation or maintenance, please contact your dealer for advice.

Q. May I perform any or all of the recommended maintenance shown in the Owner's Manual instead of having the dealer do them?
A. Yes, if you are a qualified snowmobile mechanic and follow the procedures specified in the Owner's and Service Manual. We do recommend, however, that items requiring special tools or equipment be done by a Yamaha snowmobile dealer.

Q. Under what conditions is the clutch not covered by warranty?
A. Clutches as well as clutch components wear with use. Normal wear is not covered under warranty such service is the customer's responsibility. Abnormal wear is, however, covered for one (1) year from the date of purchase. Your Yamaha snowmobile dealer possesses criteria as to what constitutes abnormal wear.

Q. Will the warranty be void or canceled if I do not operate or maintain my new Yamaha exactly as specified in the Owner's Manual?
A. No. The warranty on a new Yamaha cannot be "voided" or "canceled." However, if a particular failure is caused by operation or maintenance other than as shown in the Owner's Manual, that failure may not be covered under warranty.

Q. What responsibility does my dealer have under this warranty?
A. Each Yamaha snowmobile dealer is expected to:
1. Completely set up every new machine before sale.
2. Explain the operation, maintenance, and warranty requirements to your satisfaction at the time of sale, and upon your request at any later date.
3. In addition, each Yamaha snowmobile dealer is held responsible for his setup, service and warranty repair work.

Q. Whom should I contact if I have further questions about this warranty?
A. Your Yamaha snowmobile dealer has the information and experience necessary to answer almost any questions about this warranty. If the dealer is not able to do so, he is expected to contact Yamaha Motor Corporation, U.S.A., for clarification or assistance.

CUSTOMER SERVICE

If your machine requires warranty service, you must take it to any authorized Yamaha snowmobile dealer within the continental United States. Be sure to bring your warranty identification card or other valid proof of the original date of purchase. If a question or problem arises regarding warranty, first contact the owner of the dealership. Since all warranty matters are handled at the dealer level, this person is in the best position to help you. If you are still not satisfied and require additional assistance, please write:

YAMAHA MOTOR CORPORATION, U.S.A.
CUSTOMER RELATIONS
DEPARTMENT
P.O. Box 6555
Cypress, California 90630

When contacting Yamaha Motor Corporation, U.S.A. be sure to include the model, serial number, names, dates, and receipts.

CHANGE OF ADDRESS

The federal government requires each manufacturer of a motor vehicle to maintain a complete, up-to-date list of all first purchasers against the possibility of a safety-related defect and recall. This list is compiled from the purchase registrations sent to Yamaha Motor Corporation, U.S.A. by the selling dealer at the time of your purchase.

If you should move after you have purchased your new snowmobile, please advise us of your new address by sending a postcard listing your snowmobile model name, engine serial number, dealer number (or dealer's name) as it is shown on your warranty registration identification, your name and new mailing address. Mail to:

YAMAHA MOTOR CORPORATION, U.S.A.
WARRANTY DEPARTMENT
P.O. Box 6555
Cypress, California 90630

This will ensure that Yamaha Motor Corporation, U.S.A. has an up-to-date registration record in accordance with federal law.

YAMAHA EXTENDED SERVICE (Y.E.S.)

Keep your Yamaha protected even after your warranty expires with genuine Yamaha Extended Service (Y.E.S.).

- Y.E.S. is designed and administered by Yamaha Motor Corporation to provide maximum owner satisfaction. You get uninterrupted factory-backed coverage for extra peace of mind.
- Y.E.S. is flexible. You choose the plan that's right for you: 12 months, 24 months, or 36 months beyond your warranty period.
- Y.E.S. is designed and administered by the same Yamaha people who handle your warranty — and it shows in the comprehensive coverage benefits. There are no mileage limitations. Coverage isn't limited to "moving parts" or the "drive train" like many other plans. And Y.E.S. covers manufacturing defects just like the warranty. See the sample contract at your Yamaha dealer to see how comforting uninterrupted factory-backed protection can be.
- You don't have to pay anything for covered repairs.
  There's no deductible to pay, and repairs aren't "pro-rated." You don't have any "out-of pocket" expenses for covered repairs.
- In addition, Travel and Recreation Interruption Protection (TRIP) is included at no extra cost. TRIP gives you up to $150 reimbursement per occurrence for any reasonable expenses you incur because your Yamaha needs covered service: replacement vehicle rental, emergency towing, phone calls, even food and lodging when you are away from home. This superb coverage goes into effect when you purchase Y.E.S., so it applies to any warranty repairs as well as covered repairs during your entire Y.E.S. plan period.
- Y.E.S. coverage is honored at any authorized Yamaha dealer nationwide.
- Y.E.S. coverage is transferable to a new owner if you sell or trade-in. That can make your Yamaha much more valuable!

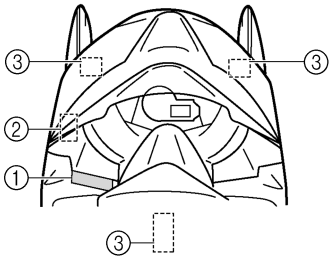
This excellent Y.E.S. plan coverage is only available to Yamaha owners like you, and only while your Yamaha is still within the Yamaha Limited Warranty period. So visit your authorized Yamaha dealer to get all the facts. He can show you how easy it is to protect your investment with Yamaha Extended Service.

We urge you to act now. You'll get the excellent benefits of TRIP coverage right away, and you'll rest easy knowing you'll have strong factory-backed protection even after your Yamaha Limited Warranty expires. You can also save money: Y.E.S. costs less within the first 90 days after you buy your Yamaha. See your dealer today!

A special note:

If visiting your dealer isn't convenient, contact Yamaha with your Primary ID number (your engine number). We'll be happy to help you get the Y.E.S. coverage you need.

Yamaha Service Marketing
P.O. Box 6555
Cypress, CA 90630
(714) 761-7631



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LOCATION OF THE IMPORTANT LABELS

Please read the following labels carefully before operating this snowmobile.

NOTE:

Maintain or replace safety and instruction labels, as necessary.

① SXV70

⚠ WARNING

SEVERE INJURY OR DEATH MAY RESULT IF YOU IGNORE ANY OF THE FOLLOWING:
- Read the Owner's Manual and all labels before operating this vehicle.
- This vehicle is a high performance machine. It should be operated by an experienced operator.
- Check throttle, brake, and steering for proper operation before starting engine.
- Set parking brake before attempting to start engine. Never run this vehicle with the parking brake applied.
- To stop engine in an emergency, push the engine stop switch down.
- Do not operate engine without drive belt or drive guard.
- Make sure the fuel tank cap is closed securely after refueling.
- Do not operate this vehicle on public roads. You could collide with another vehicle.
- This vehicle is designed for operator only – no passengers.
- Wear an approved helmet, eye protection, and adequate clothing for snowmobiling.

⚠ AVERTISSEMENT 8EK-E0

AFIN D'ÉVITER TOUT RISQUE DE BLESSURE SÉRIEUSE OU MÊME MORTELLE, VEUILLEZ SUIVRE LES RECOMMANDATIONS SUIVANTES:
- Avant d'utiliser ce véhicule, lire le manuel du propriétaire et toutes les étiquettes.
- Ce véhicule est une machine à haute performance. Elle doit être conduite par un conducteur expérimenté.
- Avant de démarrer le moteur, vérifier l'opération du frein, de l'accélérateur et de la direction.
- Le frein de sécurité doit être appliqué lors du démarrage. Ne pas rouler avec le frein de sécurité actionné.
- En cas d'urgence, utiliser l'interrupteur d'arrêt du moteur.
- Ne pas laisser tourner le moteur sans la courroie ou sans son garde.
- S'assurer que le bouchon du réservoir soit bien refermé après le remplissage.
- Afin d'éviter tout risque de collision, ne pas rouler sur un chemin public.
- Ce véhicule est conçu pour un conducteur seul – aucun passager.
- Toujours porter un casque approuvé et un habillement de motoneigiste. Prévoir une protection pour les yeux.

① SXV70ER

⚠ WARNING

SEVERE INJURY OR DEATH MAY RESULT IF YOU IGNORE ANY OF THE FOLLOWING:
- Read the Owner's Manual and all labels before operating this vehicle.
- This vehicle is a high performance machine. It should be operated by an experienced operator.
- Check throttle, brake, and steering for proper operation before starting engine.
- Set parking brake before attempting to start engine. Never run this vehicle with the parking brake applied.
- To stop engine in an emergency, push the engine stop switch down.
- Do not operate engine without drive belt or drive guard.
- Make sure the fuel tank cap is closed securely after refueling.
- Do not operate this vehicle on public roads. You could collide with another vehicle.
- This vehicle is designed for operator only – no passengers.
- Wear an approved helmet, eye protection, and adequate clothing for snowmobiling.
- Check lever position (Forward or Reverse) before moving.

⚠ AVERTISSEMENT 8FB-E0

AFIN D'ÉVITER TOUT RISQUE DE BLESSURE SÉRIEUSE OU MÊME MORTELLE, VEUILLEZ SUIVRE LES RECOMMANDATIONS SUIVANTES:
- Avant d'utiliser ce véhicule, lire le manuel du propriétaire et toutes les étiquettes.
- Ce véhicule est une machine à haute performance. Elle doit être conduite par un conducteur expérimenté.
- Avant de démarrer le moteur, vérifier l'opération du frein, de l'accélérateur et de la direction.
- Le frein de sécurité doit être appliqué lors du démarrage. Ne pas rouler avec le frein de sécurité actionné.
- En cas d'urgence, utiliser l'interrupteur d'arrêt du moteur.
- Ne pas laisser tourner le moteur sans la courroie ou sans son garde.
- S'assurer que le bouchon du réservoir soit bien refermé après le remplissage.
- Afin d'éviter tout risque de collision, ne pas rouler sur un chemin public.
- Ce véhicule est conçu pour un conducteur seul – aucun passager.
- Toujours porter un casque approuvé et un habillement de motoneigiste. Prévoir une protection pour les yeux.
- Vérifier la position du levier (marche avant ou arrière) avant d'être en marche.

②

⚠ WARNING

DO NOT OPERATE ENGINE WITHOUT V-BELT OR DRIVE GUARD.

⚠ AVERTISSEMENT

NE PAS FAIRE FONCTIONNER LE MOTEUR SANS COURROIE EN V OU PROTECTEUR D'EMBRAYAGE.

YAMAHA 8BD-77762-00

③

⚠ WARNING

This unit contains high pressure nitrogen gas.
Mishandling can cause explosion.
- Read owner's manual for instructions.
- Do not incinerate, puncture or open.

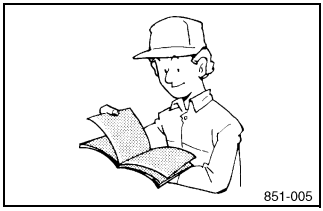
⚠ AVERTISSEMENT

Cette unité contient de l'azote à haute pression.
Une mauvaise manipulation peut entraîner d'explosion.
- Voir le manuel d'utilisateur pour les instructions.
- Ne pas brûler ni perforer ni ouvrir.

ESU00009

SAFETY INFORMATION

When you ride your snowmobile, you must know and use the following for your safety. Severe injury or death may result if you ignore any of the following.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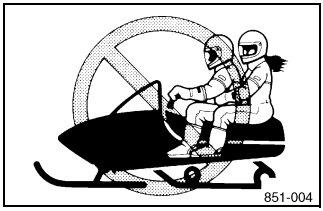
Before operating

1. Read the Owner's Manual and all labels before operating this snowmobile. Become familiar with all of the operating controls and their function. Consult a Yamaha dealer about any control or function you do not understand.

2. This snowmobile was not manufactured for use on public streets, roads, or highways. Such use is prohibited by law, and you could collide with another vehicle.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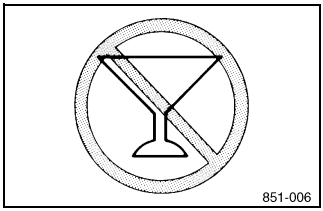
3. SXV70 and SXV70ER are designed to carry the OPERATOR ONLY.
   Passengers are prohibited. Carrying a passenger can cause loss of control.

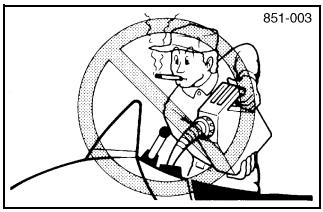

851-006

4. Do not operate the snowmobile after drinking alcohol or taking drugs. Your ability to operate the snowmobile is reduced by the influence of alcohol or drugs.

5. For safety and proper care of the snowmobile, always perform the pre-operation checks on pages 6-1–6-9 before starting the engine. Check the throttle, brake, and steering for proper operation every time before starting the engine. Make sure that the throttle lever moves freely and it returns to the home position when it is released.

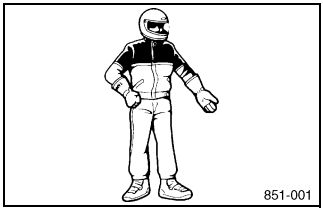
6. Apply the parking brake before starting the engine. Never drive the snowmobile with the parking brake applied. This may overheat the brake disc and reduce braking ability.

7. Do not allow anyone to stand behind the snowmobile when starting, inspecting, or adjusting the snowmobile. A broken track, track fittings, or debris thrown by the track could be dangerous to the operator or bystanders.

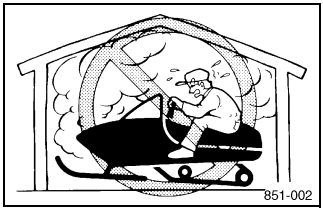


8. Handle fuel with care; it is HIGHLY FLAMMABLE.
   - Never add fuel when the engine is running or hot. Allow the engine to cool for several minutes after running.
   - Use an approved fuel container.
   - Fill the fuel tank outdoors with extreme care. Never remove the fuel cap indoors. Never fill the fuel tank indoors.
   - Never refuel while smoking or in the vicinity of an open flame.
   - Make sure that the fuel tank cap is closed securely after refueling. Wipe up any spilled fuel immediately.

9. If you swallow some gasoline, inhale a lot of gasoline vapor, or get some gasoline into your eyes, see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash your skin with soap and water, and change your clothes.



10. Wear protective clothing. Wear an approved helmet, and a face shield or goggles. Also, wear a good quality snowmobile suit, boots, and a pair of gloves or mittens that will permit use of your thumbs and fingers for operation of the controls.



Operation

1. Do not run the engine indoors, except when starting the engine to transport the snowmobile in or out of the building. Open the outside doors; exhaust fumes are dangerous.

2. Be careful where you ride. There may be obstacles hidden beneath the snow. Stay on established trails to minimize your exposure to hazards. Ride slowly and cautiously when you ride off of established trails. Hitting a rock or stump, or running into wires could cause an accident and injury.

3. This snowmobile is not designed for use on surfaces other than snow or ice. Use on dirt, sand, grass, rocks, or bare pavement may cause loss of control and may damage the snowmobile.

4. Avoid operating on glare ice, or on snow which has a lot of dirt or sand mixed in. Operation under such conditions will damage or result in rapid wear of ski runners, drive track, slide runners, and drive sprockets.

5. Always ride with other snowmobilers when going on a ride. You may need help if you run out of fuel, have an accident, or damage your snowmobile.

6. Many surfaces such as ice and hard-packed snow require much longer stopping distances. Be alert, plan ahead and begin decelerating early. The best braking method on most surfaces is to release the throttle and apply the brake gently—not suddenly.

Maintenance and storage

1. Do not leave the snowmobile on its left side for an extended period of time. Fuel may leak out from the fuel breather hose.

2. Modifications made to the snowmobile not approved by Yamaha, or the removal of original equipment may render your snowmobile unsafe for use that may cause severe personal injury. Modifications may also make the snowmobile illegal to use.

3. Never store the snowmobile with fuel in the fuel tank inside a building where ignition sources are present such as hot water and space heaters, an open flame, sparks, clothes dryers, and the like. Allow the engine to cool off before storing the snowmobile in an enclosed space.

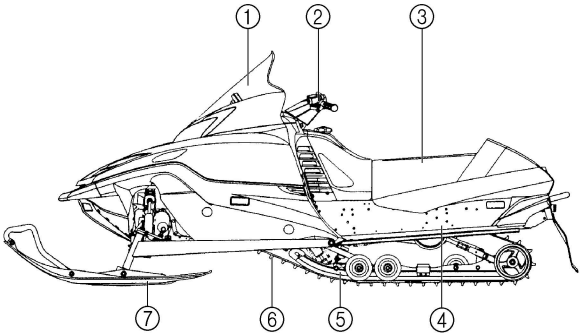
4. Always refer to the “STORAGE” section if the snowmobile is to be stored for an extended period.

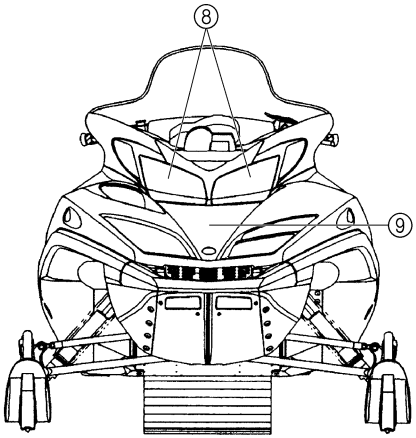
5. Maintain or replace safety and instruction labels, as necessary.

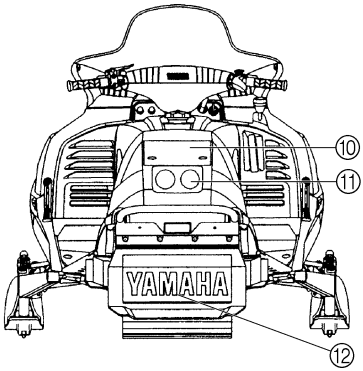
ESU00012

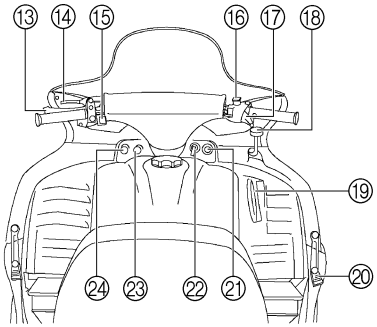
DESCRIPTION

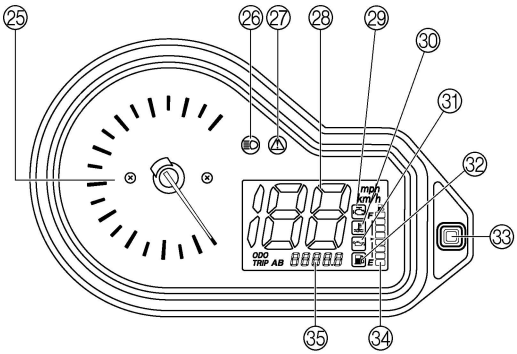
① Windshield
② Steering handlebar
③ Seat
④ Frame
⑤ Slide rail suspension
⑥ Drive track
⑦ Skis
⑧ Headlight
⑨ Shroud











⑩ Storage compartment
⑪ Tail/brake light
⑫ Snow flap
⑬ Brake lever
⑭ Parking brake lever
⑮ Headlight beam switch
⑯ Engine stop switch
⑰ Throttle lever
⑱ Drive select lever (SXV70ER)
⑲ Starter handle
⑳ Shroud latch
㉑ Main switch
㉒ Starter lever
㉓ Thumb warmer control knob
㉔ Grip warmer control knob
㉕ Tachometer
㉖ High beam indicator light
㉗ Warning light
㉘ Speedometer
㉙ Self-diagnosis warning indicator
㉚ Coolant temperature warning indicator
㉛ Oil level warning indicator
㉜ Fuel level warning indicator
㉝ Select/reset button
㉞ Fuel meter
㉟ Trip/odometer

ESU00013

CONTROL FUNCTIONS

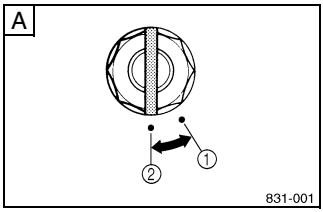
ESU00256

Main switch

The main switch controls the following items.

① “OFF”
The ignition circuit is switched off.
The key can be removed only in this position.

A

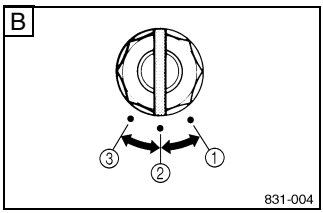


② “ON”
The ignition circuit is switched on.
The engine can be started.

NOTE:

The headlight, meter lights, and taillight will come on after the engine starts.

B

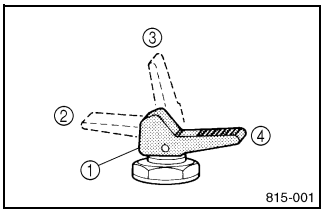


For SXV70ER
③ “START”
The starting circuit is switched on.
The starter motor starts.

CAUTION:

Release the switch immediately after the engine starts.

A SXV70
B SXV70ER



ESU00020

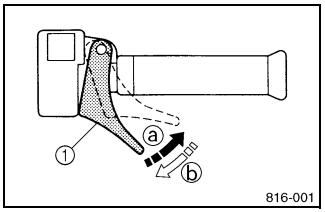
Starter lever (choke)

Use the starter lever (choke) when starting and warming up a cold engine.

① Starter lever (choke)
② When starting a cold engine.
③ Warming up
④ When the engine is warm.

NOTE:

Refer the “Starting the engine” section for proper operation.



ESU00022

Throttle lever

Once the engine is running cleanly, squeezing ⓐ the throttle lever ① will increase the engine speed and cause engagement of the drive system. Regulate the speed of the snowmobile by varying the throttle position. Because the throttle is spring-loaded, the snowmobile will decelerate, and the engine will return to idle when it is released ⓑ.

⚠ WARNING

Check the throttle, brake, and steering for proper operation before starting the engine.

ESU00023

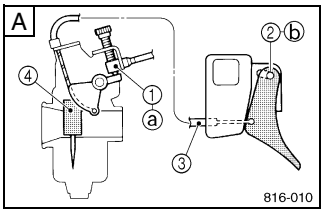
Throttle override system (T.O.R.S.)

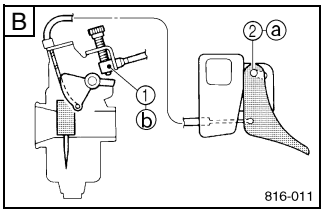
If the carburetor or throttle cable should malfunction during operation, the T.O.R.S. will operate when the throttle lever is released.

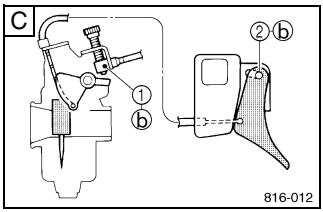
The T.O.R.S. is designed to interrupt the ignition and keep the engine revolution speed between 2,800 and 3,000 r/min if the carburetor fails to return to idle when the lever is released.

⚠ WARNING

- **If the T.O.R.S. is activated, make sure that the cause of the malfunction has been corrected and that the engine can be operated without a problem before restarting the engine.**
- **Be sure to use the specified spark plug and spark plug cap. Otherwise, the T.O.R.S. will not work properly.**

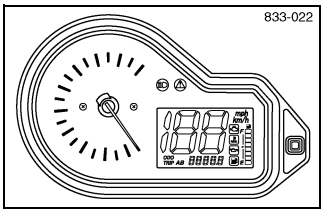






Mode / Switch	A Idle or starting	B Run	C Trouble
Throttle switch	Off	On	Off
Carburetor switch	On	Off	Off
Engine	Run	Run	T.O.R.S. will operate

A Idle or starting
B Run
C Trouble
① Carburetor switch
② Throttle switch
③ Throttle cable
④ Throttle valve
ⓐ On
ⓑ Off

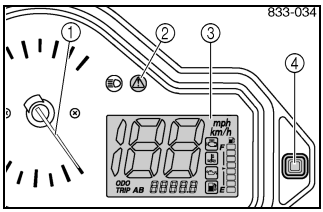


ESU00291

Speedometer unit

The speedometer unit is equipped with the following:

- a digital speedometer (which shows riding speed)
- an odometer (which shows the total distance traveled)
- two tripmeters (which show the distance traveled since they were last set to zero)
- warning indicators (which show self-diagnosis, coolant temperature, oil level, and fuel level warnings)
- fuel meter (which shows the fuel remaining in the fuel tank)



After the engine is started, the tachometer ① makes one sweep, and the warning light ② and all segments of the meter ③ turn on and off once, then the warning light turns on again, and then goes off if there are no problems.

Odometer and tripmeter modes

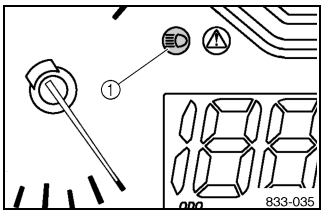
Pushing the select/reset button ④ switches the display between the odometer mode “ODO” and the tripmeter modes “TRIP A” and “TRIP B” in the following order:

ODO → TRIP A → TRIP B → ODO

To reset a tripmeter, push the select/reset button for at least one second while the tripmeter is displayed.

NOTE:

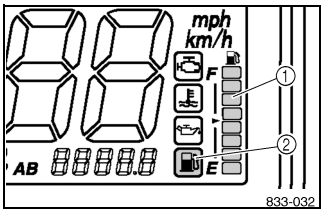
To switch the speedometer, odometer, and tripmeter displays between kilometers and miles, select the odometer mode “ODO”, and then push the select/reset button ④ for at least 10 seconds.

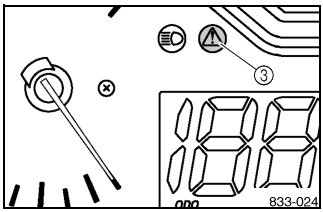


ESU00298

High beam indicator light

The high beam indicator light ① comes on when the high beam of the headlight is switched on.



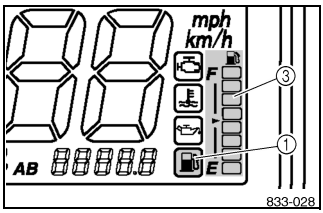


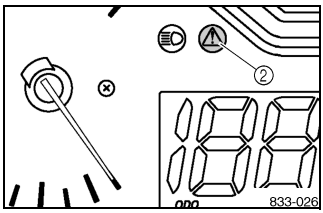
ESU00295

Fuel meter

The fuel meter has eight segments ① which show the amount of fuel remaining in the fuel tank. As the fuel level decreases in the fuel tank, the segments disappear until the level goes down to the last segment “E” (Empty). When this occurs, the fuel level warning indicator ② and the warning light ③ come on.

If the fuel level warning indicator and the warning light come on, fill the fuel tank at the first opportunity.





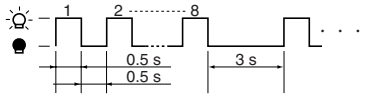
ESU00287

Fuel level warning indicator

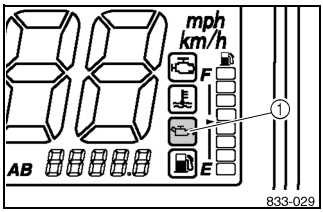
The fuel level warning indicator indicates a malfunctioning sensor, disconnected coupler, broken lead, or short circuit when detected by the self-diagnosis device of the snowmobile.

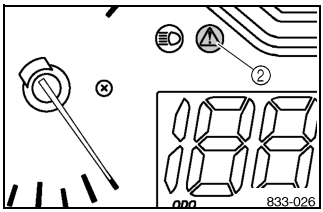
The fuel level warning indicator ①, warning light ②, and all segments of the fuel meter ③ warn the rider of the above problems by flashing continuously. (See the table below for warning indicator, warning light and fuel meter segment flash pattern.)

When this occurs, have a Yamaha dealer inspect the snowmobile as soon as possible.

Warning indicator, warning light, and fuel meter segments of the fuel meter flash pattern	
	Warning indicator, warning light, and fuel meter segment flash continuously in this pattern.

: On : Off s: Second



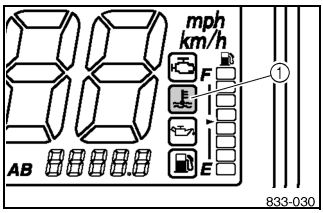


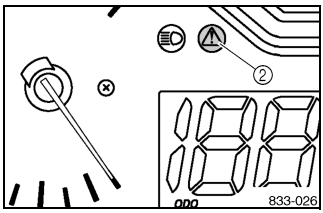
ESU00288

Oil level warning indicator

If the oil level falls below the minimum level, the oil level warning indicator ① and the warning light ② come on.

If the oil level warning indicator and the warning light come on, add engine oil to the oil tank at the first opportunity.





ESU00289

Coolant temperature warning indicator

If the engine overheats, the coolant temperature warning indicator ① and the warning light ② come on. When this occurs, stop the engine immediately and allow the engine to cool down, and then check the coolant level in the coolant reservoir. (See page 6-2.)

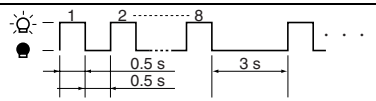
CAUTION:

Do not operate the engine if it overheats.

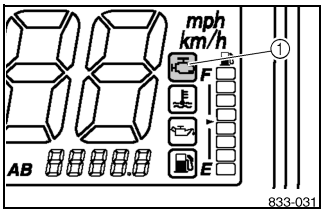
The coolant temperature warning indicator indicates a malfunctioning sensor, disconnected coupler, broken lead, or short circuit when detected by the self-diagnosis device of the snowmobile.

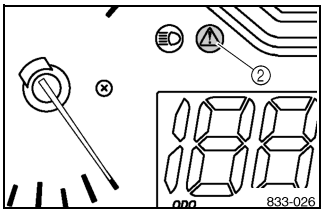
The coolant temperature warning indicator and warning light warn the rider of the above problems by flashing continuously. (See the table below for warning indicator and warning light flash pattern.)

When this occurs, have a Yamaha dealer inspect the snowmobile as soon as possible.

Warning indicator and warning light flash pattern	
	Warning indicator and warning light flash continuously in this pattern.

: On : Off s: Second





ESU00290

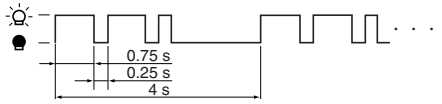
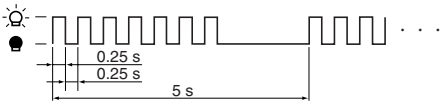
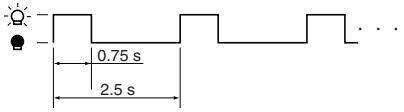
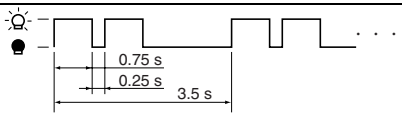
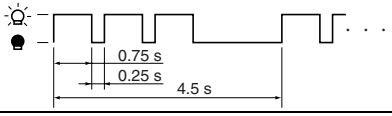
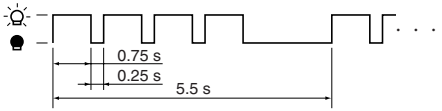
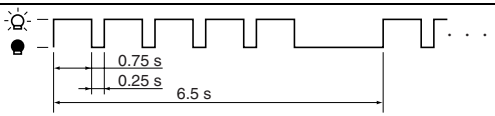
Self-diagnosis warning indicator

The self-diagnosis warning indicator indicates a malfunctioning sensor, disconnected coupler, broken lead, etc., when detected by the self-diagnosis device of the snowmobile.

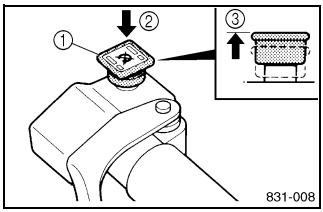
The self-diagnosis warning indicator ① and warning light ② warn the rider of the above problems by flashing continuously. If necessary, ask a Yamaha dealer for further details. (See page 5-8 for warning indicator and warning light flash patterns.)

⚠ WARNING

- **If the self-diagnosis warning indicator and warning light flash continuously during operation, there may be some problem with the electrical circuit, lead couplers, etc. (See page 5-8 for warning indicator and warning light flash pattern numbers 1–7.)**
- **Stop the engine and allow it to cool off. Then, check that the wire harness couplers are connected properly in the engine compartment.**
- **If the self-diagnosis warning indicator and warning light flash after the engine has been started, note the flash pattern, and then have a Yamaha dealer inspect the snowmobile as soon as possible.**

No.	Self-diagnosis warning indicator and warning light flash patterns	
1		Warning indicator and warning light flash continuously in this pattern.
2		Warning indicator and warning light flash continuously in this pattern.
3		Warning indicator and warning light flash continuously in this pattern.
4		Warning indicator and warning light flash continuously in this pattern.
5		Warning indicator and warning light flash continuously in this pattern.
6		Warning indicator and warning light flash continuously in this pattern.
7		Warning indicator and warning light flash continuously in this pattern.

: On : Off s: Second

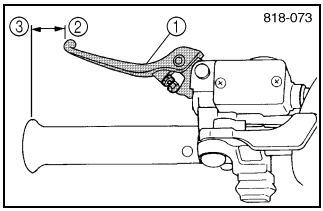


ESU00031

Engine stop switch

The engine stop switch ① is used to stop the engine in an emergency. Simply push ② the stop switch to stop the engine. To start the engine, pull ③ the stop switch and proceed with starting the engine. (See page 7-1 for more details.)

During the first few rides, practice using the stop switch so that you can react quickly in an emergency.



ESU00033

Brake lever

The snowmobile is stopped by braking the entire drive system.

Squeeze the brake lever towards the handlebar grip to stop the snowmobile.

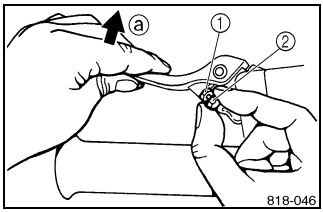
① Brake lever
② Brake lever end
③ Handlebar end

NOTE:

When the brake lever is operated, the brake light will illuminate.

CAUTION:

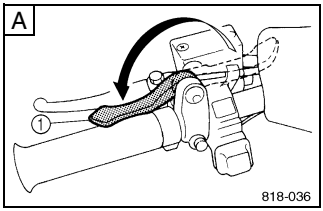
Make sure that the brake lever end does not project out over the handlebar end. This will help prevent brake lever damage when the snowmobile is placed on its side for service.

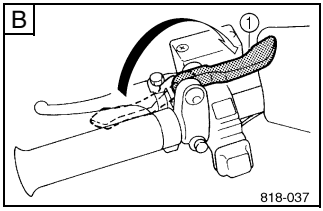


The brake lever is equipped with a position adjuster.

To adjust the brake lever position:

1. Loosen the locknut ①.
2. While lightly pushing the brake lever in direction ⓐ, finger tighten the adjusting bolt ② to set the brake lever to the desired position.
3. Tighten the locknut securely after adjusting the brake lever.





ESU00035

Parking brake lever

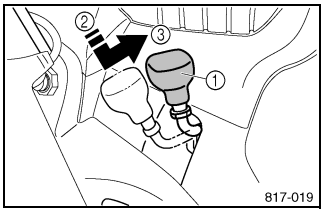
When parking the snowmobile or starting the engine, apply the parking brake by moving the brake lever ① to the left.

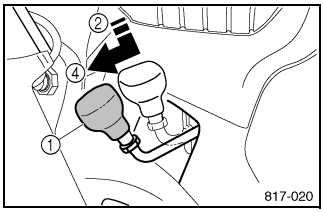
To release the parking brake, move the parking brake lever ① to the right.

A To apply the parking brake
B To release the parking brake

⚠ WARNING

- **Always set the parking brake before attempting to start the engine.**
- **Never run the snowmobile with the parking brake applied. This may overheat the brake disc and reduce braking ability.**





ESU00038

Drive select lever

For SXV70ER

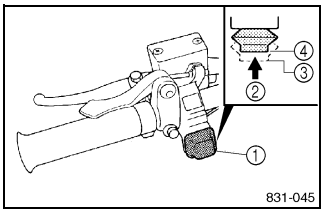
The drive select lever is used to put the snowmobile into forward or reverse. After coming to a complete stop, push the drive select lever down and move it to the desired direction.

① Drive select lever
② Push down
③ Move to “FWD”
④ Move to “REV”

	Snowmobile movement
“FWD”	Forward
“REV”	Reverse

CAUTION:

Do not shift from “FWD” to “REV” or “REV” to “FWD” while the snowmobile is moving. Otherwise, the drive system could be damaged.

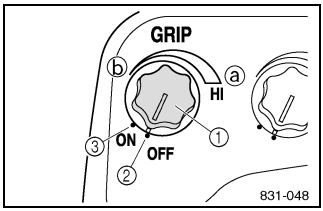


ESU00039

Headlight beam switch

Push the headlight beam switch to change the headlight beam to high or low.

① Headlight beam switch
② Push
③ High beam
④ Low beam



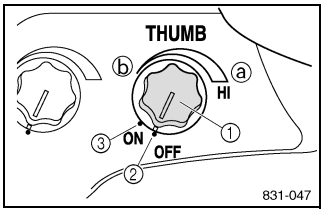
ESU00279

Grip warmer control knob

The grip warmer control knob controls the electrically heated handlebar grips.

① Grip warmer control knob
② “OFF”
③ “ON”

Knob position	Grip warmer temperature
Turn clockwise ⓐ	Higher
Turn counterclockwise ⓑ	Lower



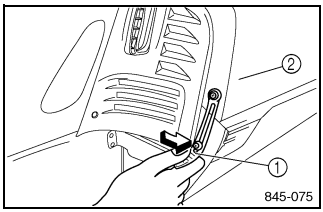
ESU00280

Thumb warmer control knob

The thumb warmer control knob controls the electrically heated throttle lever.

① Thumb warmer control knob
② “OFF”
③ “ON”

Knob position	Thumb warmer temperature
Turn clockwise ⓐ	Higher
Turn counterclockwise ⓑ	Lower



ESU00048

Shroud latches

To open the shroud, unhook the shroud latches, and then slowly raise the shroud forward until it stops. When closing the shroud, slowly lower it to its home position, and then hook the shroud latches.

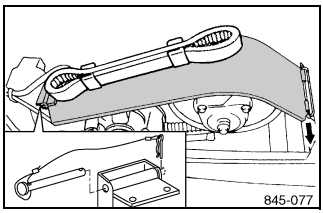
① Shroud latch
② Shroud

CAUTION:

Make sure that all cables and wires are in place when closing the shroud.

⚠ WARNING

- **Do not drive the snowmobile with the shroud open, unlatched, or removed.**
- **Keep your body and clothing away from rotating parts when servicing with the shroud open.**
- **Do not touch the hot muffler and engine during or immediately after operation.**



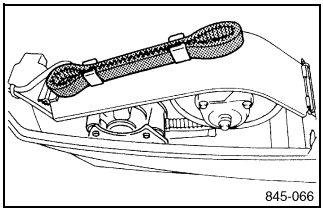
ESU00052

Drive guard

The drive guard is designed to cover the V-belt clutch and V-belt in case parts break or come loose.

⚠ WARNING

- **Make sure that the drive guard is tightened securely before operating the snowmobile.**
- **Never run the engine with the V-belt or drive guard removed.**



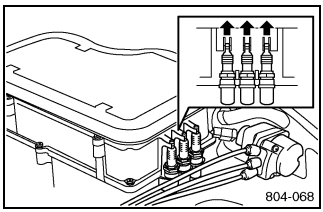
ESU00053

V-belt holders

Keep a spare V-belt for emergency use by placing it into the V-belt holders provided.

CAUTION:

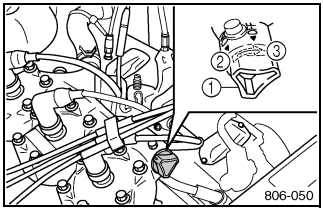
Make sure that the V-belt is installed securely in the holders.



ESU00056

Spark plug holders

Keep spare spark plugs for emergency use by placing them into the spark plug holders provided.



ESU00238

Carburetor heating knob

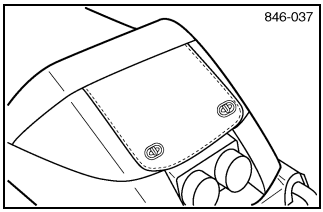
The carburetor heating knob controls the flow of coolant through each carburetor body.

Make sure that the knob is in the “ON” position to heat the carburetors while the ambient temperature is below 0 °C (32 °F).

① Carburetor heating knob
② “ON”
③ “OFF”

CAUTION:

When operating the snowmobile above 0 °C (32 °F), move the carburetor heating knob to the “OFF” position, since the carburetors do not need to be heated.



ESU00068

Storage compartment

Open the storage compartment to store the service tools, spare parts, or other small items.

–MEMO–

ESU00072

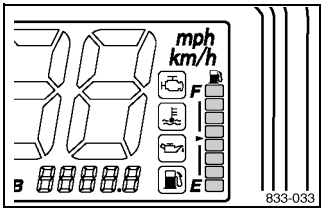
PRE-OPERATION CHECKS

NOTE:

Pre-operation checks should be made each time the snowmobile is used.

⚠ WARNING

The engine and muffler will be very hot after the engine has been run.
Avoid touching the engine and muffler while they are still hot with any part of your body or clothing during inspection or repair.

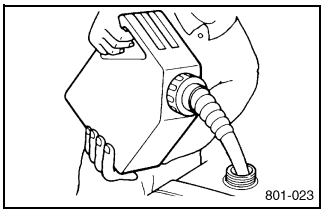


ESU00075

Fuel

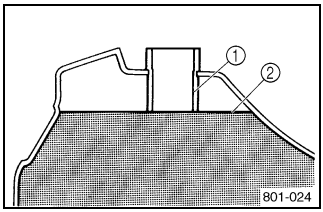
Make sure that there is sufficient fuel in the fuel tank.

Recommended fuel:
Unleaded gasoline
Pump octane $\frac{R+M}{2}$; 88 or higher
Fuel tank capacity:
44.3 L (9.7 Imp gal, 11.7 US gal)



⚠ WARNING

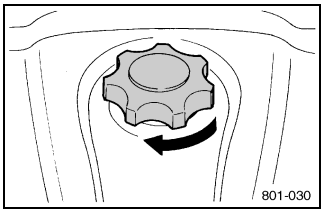
- **Fuel is HIGHLY FLAMMABLE and poisonous. Check the "SAFETY INFORMATION" section carefully before refueling. (See page 3-2.)**
- **Do not fill the fuel tank above the bottom of the filler tube ①. Fuel could overflow if the snowmobile is tilted on its side or if the ambient temperature rises, causing the fuel to warm up and expand.**
- **Make sure that the fuel tank cap is closed securely after refueling. Leaking fuel can catch fire.**



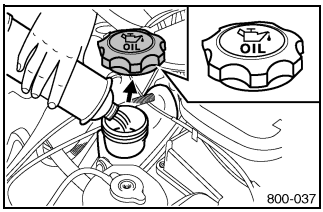
② Fuel level

CAUTION:

- **Oxygenated fuels (gasohol) containing a maximum 5% of ethanol can be used, although richer jetting may be required to prevent engine dam-**



age. Consult a Yamaha dealer. Gasohol containing methanol is not recommended.
- **Make sure that snow or ice does not enter the fuel tank when refueling.**
- **Do not use alcohol deicers or water absorbing additives with oxygenated fuel.**
- **The fuel tank should be filled with straight gasoline as specified.**



ESU00299

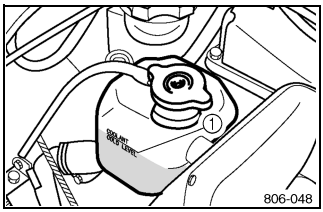
Engine oil

Make sure that there is sufficient oil in the oil tank.

NOTE:

Since the fuel tank cap and oil tank cap look similar, be careful not to mistake the caps.

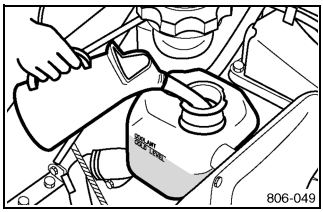
Oil tank capacity: 3.0 L (2.6 Imp qt, 3.2 US qt)
Recommended oil: YAMALUBE 2-cycle oil



ESU00086

Coolant

Check the coolant level in the coolant reservoir when the engine is cold. If the coolant level is below the "COLD LEVEL" mark, add soft water until it reaches the "COLD LEVEL" mark. (See pages 8-11–8-12 for more details.)



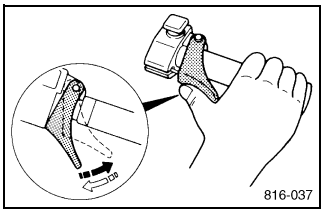
① "COLD LEVEL" mark

⚠ WARNING

Do not remove the coolant reservoir cap when the engine is hot.

CAUTION:

- **Hard water or salt water is harmful to the engine parts. You may use boiled or distilled water, if soft water is not available.**
- **Tap water can be used temporarily in an emergency.**

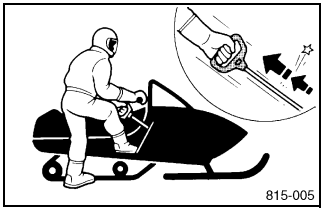


ESU00087

Throttle lever

Check the throttle lever operation before starting the engine.

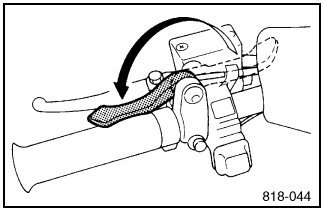
The throttle lever must open smoothly and spring back to its home position when released.



ESU00088

Recoil starter

Check the recoil starter for proper operation and the recoil starter rope for damage.



ESU00090

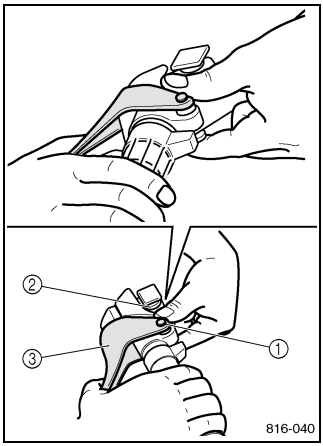
Throttle override system (T.O.R.S.)

Check the T.O.R.S. for proper operation.

⚠ WARNING

When checking T.O.R.S.:

- **Make sure that the parking brake is applied.**
- **Make sure that the throttle lever moves smoothly.**
- **Do not run the engine up to clutch engagement r/min. Otherwise, the snowmobile could start moving forward unexpectedly, which could cause an accident.**



1. Start the engine.

NOTE:

Refer to the “Starting the engine” section.

2. Hold the pivot point of the throttle lever away from the throttle switch by putting your thumb (above) and forefinger (below) between the throttle lever pivot ① and the engine stop switch housing ②.
   While holding the pivot point as described above, press the throttle lever ③ gradually.
   The T.O.R.S. will operate and the engine should run between 2,800 and 3,000 r/min.

⚠ WARNING

If the engine does not run between 2,800 and 3,000 r/min, stop the engine by turning the main switch to the “OFF” position and consult a Yamaha dealer.

ESU00091

Brake

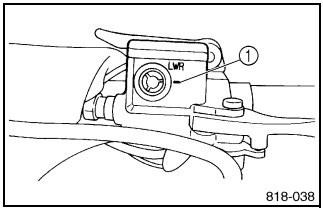
1. Brake lever
   Test the brake at a low speed when starting out to make sure that it is working properly. If the brake does not provide proper braking performance, inspect the brake for wear or brake fluid leakage. (See pages 8-17–8-19 for more details.)

⚠ WARNING

- **A soft, spongy feeling in the brake lever indicates a failure in the brake system.**
- **Do not operate the snowmobile if you find any problems in the brake system. You could lose braking ability, which could lead to an accident. Ask a Yamaha dealer to inspect and repair the brake system.**

CAUTION:

Make sure that the brake lever end does not project out over the handlebar end. This is to prevent brake lever damage when the snowmobile is placed on its side.



2. Brake fluid
   Check the brake fluid level. (See page 8-18.)
   Add fluid if necessary.

① Lower level

Specified brake fluid: DOT 4

ESU00093

Brake fluid leakage

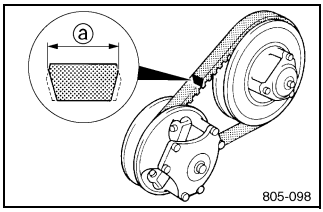
Apply the brake for a few minutes. Check to see if any brake fluid leaks out from the brake hose joints or the master cylinder.

⚠ WARNING

If brake fluid leakage is found, ask a Yamaha dealer for immediate repairs.

CAUTION:

Brake fluid may deteriorate painted surfaces or plastic parts. Never spill any brake fluid. If any is spilled, clean it up immediately.



ESU00094

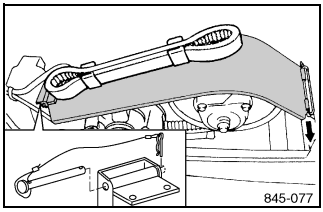
V-belt

Open the shroud and remove the drive guard.
Check the V-belt for wear and damage. Replace if necessary.

Wear limit ⓐ: 32.5 mm (1.28 in)

⚠ WARNING

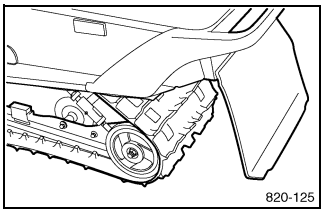
- **Make sure that the drive guard is tightened securely before operating the snowmobile.**
- **Never run the engine without the V-belt or with the drive guard removed.**



ESU00096

Drive guard

Check the drive guard mounts for damage. Make sure that the drive guard is firmly in place.



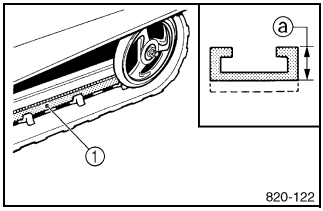
ESU00097

Drive track

Check the drive track for deflection, wear, or damage. Adjust or replace if necessary. (See pages 8-24–8-26 for more details.)

⚠ WARNING

Do not operate the snowmobile if you find damage to the drive track, or if it has been maladjusted. Drive track damage or failure could result in loss of braking ability and snowmobile control, which could cause an accident.



ESU00098

Slide runners

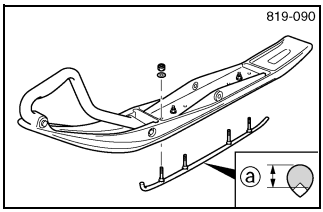
Check the slide runners for wear and damage.
If the slide runners reach the wear limit, they should be replaced.

① Slide runners
ⓐ Wear limit

Wear limit height: 10 mm (0.4 in)

CAUTION:

Ride on fresh snow frequently. Operating on ice or hard packed snow will rapidly wear the slide runners.

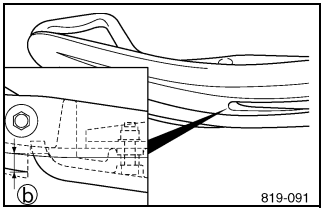


ESU00102

Skis and ski runners

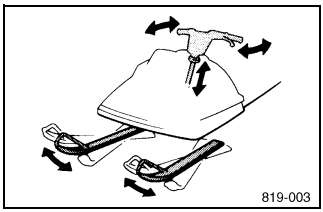
Check the skis and ski runners for wear and damage. Replace if necessary.

Ski runner wear limit ⓐ: 8 mm (0.31 in) Ski wear limit ⓑ: 13 mm (0.51 in)



CAUTION:

Avoid scratching the skis when loading and unloading the snowmobile, when riding in areas with little or no snow, or on sharp edges such as concrete, curbs, etc. This will wear or damage the skis.



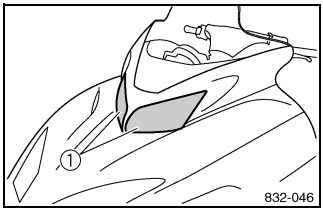
ESU00103

Steering system

Check the handlebar for excessive free play:

1. Push the handlebar up and down and back and forth.
2. Turn the handlebar slightly to the right and left.

If excessive free play is noticed, consult a Yamaha dealer.



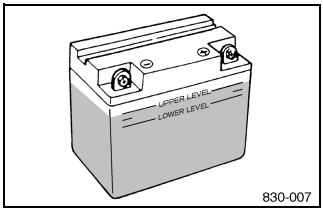
ESU00105

Lights

Check the lights.
Replace any burned out bulbs.

CAUTION:

Avoid using a scraper or hot water for cleaning the plastics lens ①.



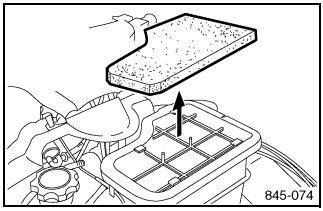
ESU00106

Battery

For SXV70ER

Check the fluid level and fill if necessary.

Use only distilled water if refilling is necessary. (See page 8-29 for more details.)



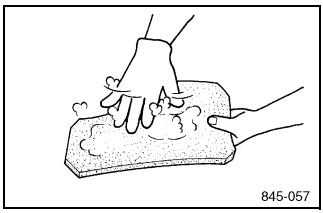
ESU00239

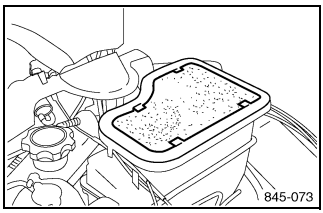
Air filter

Always check that no snow is on the air filter element. If there is any snow on the air filter element, take it out and remove the snow. Then reinstall the air filter element beneath the holding guides on the case. After riding the snowmobile, make sure there is no snow on the air filter element.

NOTE:

- The air filter element can be removed when the ambient temperature is 5 °C (41.5 °F) or higher.
- Before removing the air filter element, consult a Yamaha dealer.





ESU00110

Fittings and fasteners

Check the tightness of the fittings and fasteners.
Tighten in proper sequence and torque if necessary.

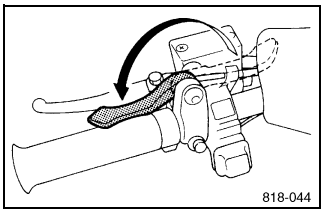
ESU00111

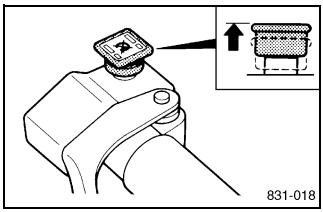
Tool kit and recommended equipment

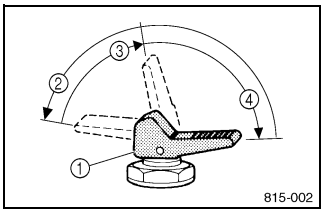
It is good practice to carry the tool kit, spare parts, and other necessary equipment with you while riding the snowmobile so that minor repairs can be done if necessary. The following should be carried in the storage compartment at all times:

- Tool kit
- Flashlight
- Roll of plastic tape
- Steel wire
- Tow rope
- Emergency starter rope
- V-belt
- Light bulbs
- Spark plugs

When you start out for a long distance trip, extra fuel and oil should be carried as well.


818-044


831-018



815-002

ESU00112

OPERATION

ESU00281

Starting the engine

⚠ WARNING

- **Be sure to check the "SAFETY INFORMATION" section carefully before starting the engine.**
- **Make sure that the parking brake is applied.**

NOTE:

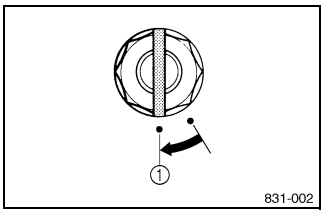
Make sure that the engine stop switch is in the on position.

1. Fully open the starter lever (choke).

① Starter lever (choke)
② Fully open (cold engine starting)
③ Half-open (warm engine up)
④ Closed (warm engine starting)

NOTE:

The starter lever (choke) is not required when the engine is warm. Put the starter lever (choke) in the closed position.

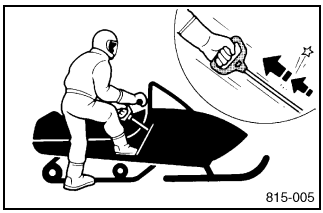


831-002

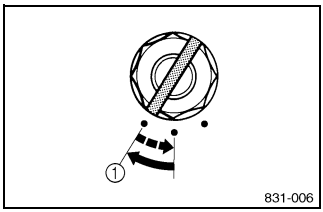
Manual starting model
For SXV70

2. Turn the main switch to the "ON" position.

① "ON"


815-005

3. Pull slowly on the recoil starter until it is engaged, then pull it briskly. After the engine starts, put the starter lever (choke) in the half-open position. Warm up the engine until it does not run roughly or begin to stall when the starter lever (choke) is returned to the closed position.



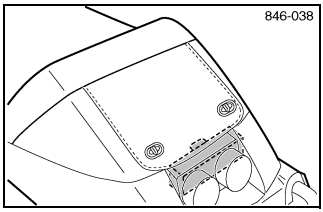
Electric starting model
For SXV70ER

2. Turn the main switch to the “START” position. After the engine starts, put the starter lever (choke) in the half-open position. Warm up the engine until it does not run roughly or begin to stall when the starter lever is returned to the closed position.

① “START”

CAUTION:

- **Release the switch immediately after the engine starts.**
- **If the engine fails to start, release the switch, wait a few seconds, then try again. Each attempt should be as short as possible to preserve the battery. Do not crank the engine more than 10 seconds on any one attempt.**

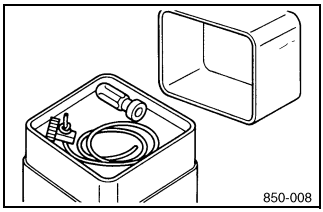


ESU00248

Emergency engine starting

Manual starting model
For SXV70

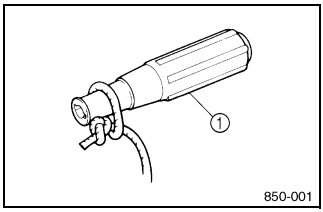
If the recoil starter system should fail, take the emergency starter rope and the screwdriver handle out of the tool kit and proceed as follows.



NOTE:

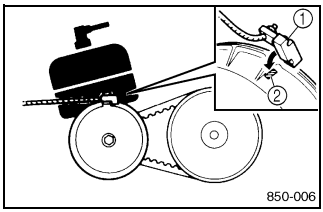
The emergency starter rope and a screwdriver handle are supplied in the tool kit at the factory.

1. Proceed with the “Starting the engine” section items 1 and 2 for the “Manual starting model”.



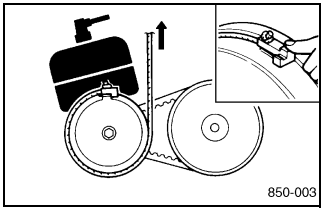
2. Tighten the emergency starter rope on the screwdriver handle.

① Screwdriver handle



3. Mesh the rope stopper with the edge of the primary sheave assembly.

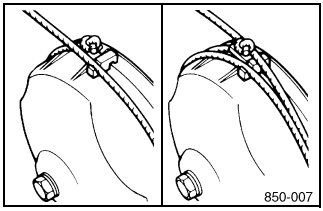
① Rope stopper
② Primary sheave assembly edge



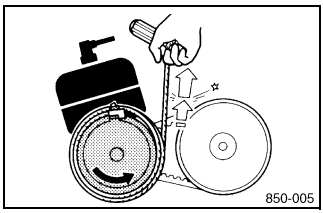
4. Wind the rope counterclockwise three turns on the primary sheave assembly.
5. Grasp the screwdriver handle and pull briskly.

⚠ WARNING

Do not wind the emergency starter rope around your hand.



6. After the engine starts, put the starter lever (choke) in the half-open position. Warm up the engine until it does not run roughly or begin to stall when the starter lever is returned to the closed position.
7. Install the drive guard and shroud.

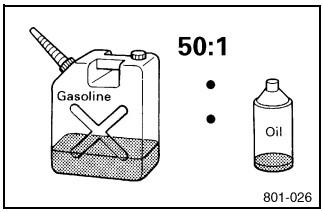


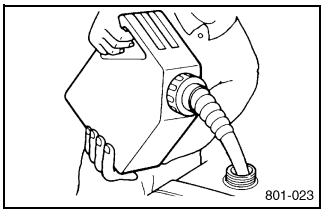
⚠ WARNING

Avoid contact with the moving primary sheave assembly.

Electric starting model
For SXV70ER

Follow the procedures in the “Starting the engine” and “Manual starting model” sections.





ESU00126

Break-in

There is never a more important period in the life of your snowmobile than the break-in period. For the first 10 hours, approximately 200 km (125 mi), do not put an excessive load on the engine. Avoid prolonged full throttle operation.

Also avoid lugging the engine, such as laborious operation in wet snow. If any abnormal condition is noticed, such as excessive vibration or noise, consult a Yamaha dealer.

NOTE:

To ensure proper engine break-in, use a 50:1 gasoline/oil mixture when filling the fuel tank of a new snowmobile for the first time.

For example:

10 L of gasoline per 0.2 L of oil (1 gal of gasoline per 2.6 oz of oil) equals a 50:1 mixing ratio.

(See pages 6-1–6-2 for the recommended gasoline and oil.)

ESU00127

Riding your snowmobile

Getting to know your snowmobile

A snowmobile is a rider active vehicle, and your riding position and your balance are the two basic factors of maneuvering your snowmobile.

Riding your snowmobile requires skills acquired through practice over a period of time. Take the time to learn the basic techniques well before attempting more difficult maneuvers.

Riding your new snowmobile can be a very enjoyable activity, providing you with hours of pleasure. However, it is essential to familiarize yourself with the operation of the snowmobile to achieve the skill necessary to enjoy riding safely. Before operating the snowmobile, read this Owner's Manual completely and understand the operation of the controls.

Pay particular attention to the safety information on pages 3-1–3-3. Please read all warning and caution labels on your snowmobile. Also, read the Snowmobiler's Safety Handbook that is supplied with your snowmobile.

Learning to ride your snowmobile

Before you ride, always perform the pre-operation checks listed on pages 8-1–8-3. The short time spent checking the condition of the snowmobile will be rewarded with added safety and a more reliable snowmobile. Always wear the proper clothing for both warmth and to help protect you from injury if an accident occurs.

Become familiar with operating your snowmobile at low speeds, even if you are an experienced rider. Do not attempt to operate at maximum performance until you are totally familiar with the snowmobile's handling and performance characteristics.

Set the parking brake and follow the instructions on pages 7-1–7-2 to start the engine. Once it has warmed up, you are ready to begin riding your snowmobile.

To start out and accelerate

1. With the engine idling, release the parking brake.
2. Apply the throttle slowly and smoothly. The V-belt clutch will engage and you will start to accelerate.

⚠ WARNING

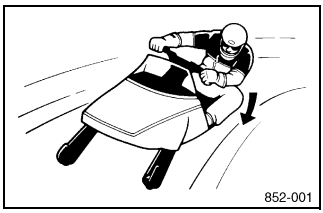
The operator should always keep both hands on the handlebar. Never put your feet outside the running boards. Avoid high speeds until you have become thoroughly familiar with your snowmobile and all of its controls.

Braking

When slowing down or stopping, release the throttle and apply the brake gently—not suddenly.

⚠ WARNING

- **Many surfaces such as ice and hard-packed snow require much longer stopping distances. Be alert, plan ahead, and begin decelerating early.**
- **Improper use of the brake can cause the drive track to lose traction, reduce control, and increase the possibility of an accident.**



Turning

For most snow surfaces, “body English” is the key to turning.

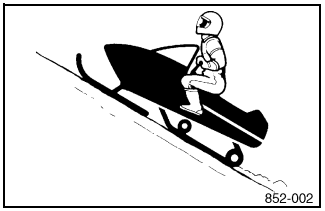
As you approach a curve, slow down and begin to turn the handlebar in the desired direction. As you do so, put your weight on the running board to the inside of the turn and lean your upper body into the turn.

This procedure should be practiced at low speed many times, in a large flat area with no obstacles. Once you have learned this technique, you should be able to perform it at higher speeds or in tighter curves. Lean more as the turn gets sharper or is made at higher speeds.

Improper riding procedures such as abrupt throttle changes, excessive braking, incorrect body movements, or too much speed for the sharpness of the turn may cause the snowmobile to tip.

If your snowmobile begins to tip while turning, lean more into the turn to regain balance. If necessary, gradually let off on the throttle or steer to the outside of the turn.

Remember:
Avoid higher speeds until you are thoroughly familiar with the operation of your snowmobile.

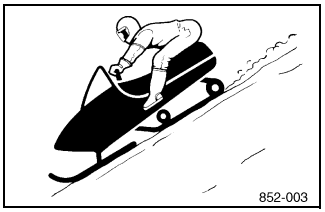


Riding uphill

You should practice first on gentle slopes. Try more difficult climbs only after you have developed your skill. As you approach a hill, accelerate before you start the climb, and then reduce the throttle opening to prevent track slippage. It is also important to keep your weight on the uphill side at all times. On climbs straight up the hill this can be accomplished by leaning forward and, on steeper inclines, standing on the running boards and leaning forward over the handlebar. (Also see “Traversing a slope.”) Slow down as you reach the crest of the hill, and be prepared to react to obstacles, sharp drops, or other vehicles or people which may be on the other side. If you are unable to continue up a hill, do not spin the track. Stop the engine and set the parking brake. Then pull the rear of the snowmobile around to point the snowmobile back down the hill. Do not get on the downhill side of the snowmobile. When the snowmobile is pointed downhill, restart the engine, release the parking brake, and descend the hill.

⚠ WARNING

Side hills and steep slopes are not recommended for a novice snowmobiler.

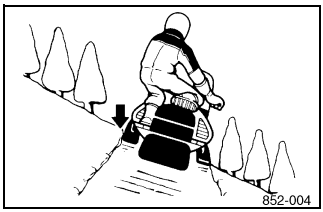


Riding downhill

When riding downhill, keep speed to a minimum. It is important to apply just enough throttle to keep the clutch engaged while descending the hill. This will allow you to use engine compression to help slow the snowmobile, and to keep the snowmobile from rolling freely down the hill. Also apply the brake frequently, with light pressure.

⚠ WARNING

Use extra caution when applying the brake during a descent. Excessive braking will cause the drive track to lock, causing a loss of control.



Traversing a slope

⚠ WARNING

Traversing slopes is not recommended for a novice snowmobiler.

Traversing a slope requires you to properly position your weight to maintain proper balance. As you travel across the slope, lean your body to position your weight towards the uphill side. A recommended riding position is to kneel with the knee of the downhill leg on the seat and the foot of the uphill leg on the running board. This position will make it easier for you to shift your body weight as needed.

Snow and ice are slippery, so be prepared for the possibility that your snowmobile could begin to slip sideways on the slope. If this happens, steer in the direction of the slide if there are no obstacles in your path. As you regain proper balance, gradually steer again in the direction you wish to travel.

If your snowmobile starts to tip, steer down the hill to regain balance.

⚠ WARNING

If you are unable to maintain correct balance, and your snowmobile is going to tip over, dismount your snowmobile immediately on the uphill side.

Ice or icy surface

Operating on ice or icy surfaces can be very dangerous. Traction for turning, stopping, or starting is much less than that on snow.

⚠ WARNING

When you have to operate on ice or icy surfaces, drive slowly and cautiously. Avoid accelerating, turning, or braking rapidly. Steering is minimal and uncontrolled spins are an ever-present danger.

Hard-packed snow

It can be more difficult to negotiate on hard-packed snow as both the skis and drive track do not have as much traction as when the snowmobile is operated on fresh snow. Avoid rapid acceleration, turning, or braking.

Operation on surfaces other than snow or ice

Operation of your snowmobile on surfaces other than snow or ice should be avoided. Operation under such conditions will damage or result in rapid wear of the ski runners, drive track, slide runners, and drive sprockets. Operation of the snowmobile under the following conditions should be avoided at all costs:

1. Dirt
2. Sand
3. Rocks
4. Grass
5. Bare pavement

Other conditions that should be avoided for the sake of drive track and slide runner life are:

1. Glare ice surfaces
2. Snow mixed with a lot of dirt and sand

All the above conditions have one thing in common in regard to drive track and slide runners; little or no lubricating ability. Drive track and all slide rail systems require lubrication (snow or water) between the slide runners and the slide metal. In the absence of lubrication, the slide runners will rapidly wear and in severe cases, literally melt away, and the drive track will be subjected to damage or failure.

Also traction aids such as studs, cleats, etc., may cause further track damage or failure.

⚠ WARNING

Drive track damage or failure could result in loss of braking ability and snowmobile control, which could cause an accident.

- **Always check the drive track for damage or maladjustment before operating the snowmobile.**
- **Do not operate the snowmobile if you find damage to the drive track.**

CAUTION:

Ride on fresh snow frequently. Operating on ice or hard-packed snow will rapidly wear the slide runners.

ESU00251

Maximizing drive track life
Recommendations

Track tension

During initial break-in, the new drive track will tend to stretch quickly as the track settles. Be sure to correct the track tension and alignment frequently. (See pages 8-24–8-26 for adjustment procedures.) A loose track can slip (ratchet), derail or catch on suspension parts causing severe damage. Do not overtighten the drive track, otherwise it may increase the friction between the track and the slide runners, resulting in the rapid wear of both components. Also, this may put an excessive load on the suspension components, resulting in component failure.

Marginal snow

The drive track and the slide runners are lubricated and cooled by snow and water. To prevent the drive track and slide runners from overheating, avoid sustained high-speed usage in areas such as icy trails, frozen lakes and rivers that have minimal snow coverage. An overheated track will be weakened internally, which may cause failure or damage.

Off-trail riding

Avoid off-trail riding until there is sufficient snow coverage. It generally takes several feet of snow to provide a good overall base to properly cover debris, such as rocks, logs, etc. If snow coverage is not sufficient, stay on trails to avoid impact damage to the drive track.

Studded track

In general, track life will be shortened when studs are installed. Drilling stud holes into the drive track will cut the internal fibers, which weakens the track. Avoid spinning the drive track. Studs may catch on an object and pull out of the track, leaving tears and damage around the already weakened area. To minimize possible damage, consult your stud manufacturer for installation and stud pattern recommendations.

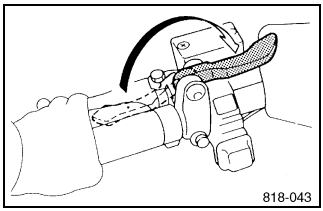
Yamaha does not recommend track studding.

ESU00135

Driving

⚠ WARNING

Be sure to read the "SAFETY INFORMATION" and "Riding your snowmobile" sections carefully before operating the snowmobile.

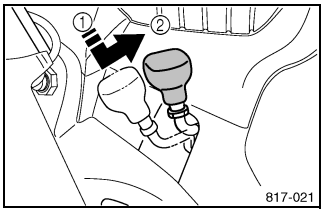


NOTE:

Make sure that the engine is warmed up enough before riding.

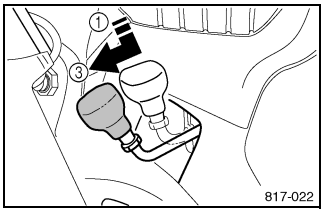
For SXV70

1. Release the parking brake by moving the parking brake lever to the right.
2. Press the throttle lever slowly to move the snowmobile.
3. Turn the handlebar in the desired direction.
4. Squeeze the brake lever to stop the snowmobile.
5. Apply the parking brake by moving the parking brake lever to the left.



For SXV70ER

1. Select the desirable operating position by moving the drive select lever.



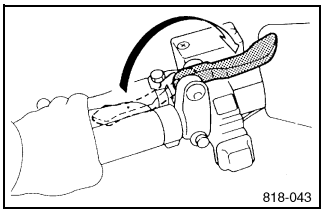
① Push down
② "FWD" Forward
③ "REV" Reverse

⚠ WARNING

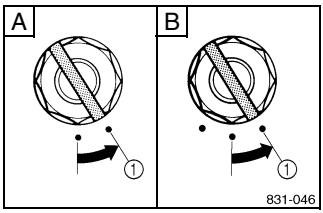
- **Make sure that the throttle lever is fully released and the snowmobile is at a full stop before shifting.**
- **Be sure to move the drive select lever to forward or reverse until it stops completely while the engine is idling.**
- **Make sure that the area behind the snowmobile is clear before reversing. Watch behind.**
- **Reduce speed and avoid sharp turning when operating the snowmobile in reverse.**

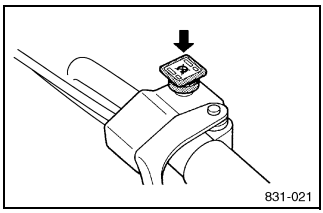
NOTE:

The reverse buzzer beeps while the drive select lever is in reverse.



2. Release the parking brake by moving the parking brake lever to the right.
3. Press the throttle lever slowly to move the snowmobile.
4. Turn the handlebar in the desired direction.
5. Squeeze the brake lever to stop the snowmobile.
6. Apply the parking brake by moving the parking brake lever to the left.





ESU00137

Stopping the engine

Turn the main switch to the “OFF” position to stop the engine.

① “OFF”

A SXV70
B SXV70ER

⚠ WARNING

- **Push down the engine stop switch to stop the engine in an emergency.**
- **Make sure that the key is removed from the main switch whenever the operator leaves the snowmobile, to prevent accidental starting.**

ESU00138

Transporting

When transporting your snowmobile on a trailer or in a truck, observe the following recommendations to help protect it from damage:

- Make sure that the fuel level in the fuel tank is lower than the bottom of the carburetors. Otherwise, the vibration and bumps from the road surface could make it possible for fuel to flow through the carburetors into the crankcase. This can result in “hydrostatic lock,” a condition where the engine cannot rotate because of fuel accumulated in the engine. Severe engine damage can result from hydrostatic lock. When possible, the fuel tank should be empty during transportation, especially if the trip will be longer than 30 minutes.
- If transporting the snowmobile in an open trailer or truck, put a tight fitting cover on the snowmobile. A cover specifically designed for your snowmobile is best. This will help keep foreign objects out of the cooling vents in the shroud, and also help protect the snowmobile against damage from debris on the road.
- If transporting the snowmobile in an open trailer or truck in areas where road salt is used, coat metal suspension surfaces lightly with oil or other protectant. This will help protect against corrosion. Be sure to clean the snowmobile when you get to your destination to remove any corrosive salts.

ESU00139

PERIODIC MAINTENANCE

ESU00140

Periodic maintenance chart

Regular maintenance is most important for best performance and safe operation.

Item	Remarks	Pre-operation check (Daily)	Initial 1 month or 800 km (500 mi) (40 hr)	Every Seasonally or 3,200 km (2,000 mi) (160 hr)	Page
Spark plugs	Check condition. Adjust gap and clean. Replace if necessary.			●	8-4–8-5
Engine oil	Check oil level.	●			6-2
	∗ Air bleed the oil pump if necessary.			●	
Fuel	Check fuel level.	●			6-1–6-2
∗ Fuel filter	Check condition. Replace if necessary.			●	
∗ Fuel line	Check fuel hose for cracks or damage. Replace if necessary.			●	
∗ Oil line	Check oil hose for cracks or damage. Replace if necessary.			●	
Engine coolant	Check coolant level.	●			6-2, 8-11–8-12
	∗ Air bleed the cooling system if necessary.			●	8-11
Carburetor	Check throttle lever operation.	●			5-2, 6-3
	∗ Adjust the jets.	Whenever operating condition (elevation/temperature) is changed.			
∗ Y.P.V.S.	Check operation. Adjust if necessary.			●	8-9
Recoil starter	Check operation and rope damage. ∗ Replace if necessary.	●			6-3
Engine stop switch	Check operation. ∗ Repair if necessary.	●			5-9
Throttle override system (T.O.R.S.)	Check operation. ∗ Repair if necessary.	●			5-2–5-3, 6-3
Throttle lever	Check operation. ∗ Repair if necessary.	●			5-2, 6-3

∗ It is recommended that these items be serviced by a Yamaha dealer.

Item	Remarks	Pre-operation check (Daily)	Initial 1 month or 800 km (500 mi) (40 hr)	Every Seasonally or 3,200 km (2,000 mi) (160 hr)	Page
∗ Exhaust system	Check for leakage. Tighten or replace gasket if necessary.			●	
∗ Decarbonization	More frequently if necessary.			●	
Drive guard	Check for cracks, bends or damage. ∗ Replace if necessary.	●			5-12, 6-5
V-belt	Check for wear and damage. Replace if necessary.	●			6-5, 8-13–8-15
Drive track and idler wheels	Check deflection, and for wear and damage. ∗ Adjust/replace if necessary.	●			6-6, 8-24–8-26
Slide runners	Check for wear and damage.	●			6-6
	∗ Replace if necessary.			●	
Brake and parking brake	Check operation and fluid leakage.	●			5-9–5-10, 6-4–6-5 8-17–8-19
	∗ Adjust free play and/or replace pads if necessary.			●	
	∗ Replace brake fluid.	See NOTE on page 8-3.			8-19
∗ Disc brake installation	Check for slight free play. Lubricate shaft with specified grease as required.			Every 1,600 km (1,000 mi)	
Drive chain oil	Check oil level.		●		8-16–8-17
	∗ Replace.			●	
Drive chain	Check deflection. ∗ Adjust if necessary.	Initial at 500 km (300 mi) and every 800 km (500 mi) thereafter.			8-17
Skis and ski runners	Check for wear and damage.	●			6-7
	∗ Replace if necessary.			●	
Steering system	Check operation.	●			6-7
	∗ Adjust toe-out if necessary.			●	
Lights	Check operation. Replace bulbs if necessary.	●			6-7, 8-28
Battery (SXV70ER)	Check fluid level. Add only distilled water if necessary.	●			6-8, 8-29
	∗ Check specific gravity and breather hose operation. Charge/correct if necessary.			●	

∗ It is recommended that these items be serviced by a Yamaha dealer.

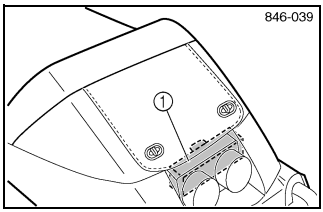
Item	Remarks	Pre-operation check (Daily)	Initial 1 month or 800 km (500 mi) (40 hr)	Every Seasonally or 3,200 km (2,000 mi) (160 hr)	Page
* Primary and secondary clutches	Check engagement and shift speed. Adjust if necessary.			●	
		Whenever operating elevation is changed.			
	Inspect sheaves for wear/damage. Inspect weights/rollers and bushings for wear-for primary. Inspect ramp shoes/bushings for wear-for secondary. Replace if necessary.			●	
	Lubricate with specified grease.			●	
* Steering column bearing	Lubricate with specified grease.			●	8-27
* Ski and front suspension	Lubricate with specified grease.			●	8-27
* Suspension component	Lubricate with specified grease.			●	8-27
* Parking brake cable end and lever end/ throttle cable end	Lubricate with specified grease.			●	8-27
	Check cable damage. Replace if necessary.			●	
Shroud latches	Make sure that the shroud latches are hooked.	●			5-12
Fittings and fasteners	Check tightness. * Repair if necessary.	●			6-9
Tool kit and recommended equipment	Check for proper placement.	●			6-9

* It is recommended that these items be serviced by a Yamaha dealer.

NOTE:

Brake fluid replacement:

1. When disassembling the master cylinder or caliper cylinder, replace the brake fluid. Normally check the brake fluid level and add the fluid as required.
2. On the inner parts of the master cylinder and caliper cylinder, replace the oil seals every two years.
3. Replace the brake hose every four years, or if cracked or damaged.



ESU00142

Tool kit

The owner's tool kit has the tools which are sufficient for most periodic maintenance and minor repair. A torque wrench is also necessary to properly tighten nuts and bolts.

①Tool kit

CAUTION:

Before starting the engine, make sure that the tool kit is firmly seated in the holder and is secured with the holding band.

NOTE:

If you do not have a torque wrench available during a service operation requiring one, take your snowmobile to a Yamaha dealer to check the torque settings and adjust them if necessary.

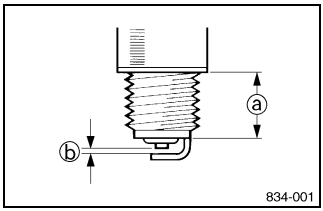
ESU00144

Spark plug inspection

The spark plug is an important engine component and is easy to inspect. The condition of the spark plug can indicate the condition of the engine. Check the coloration on the white porcelain insulator around the center electrode. The ideal coloration at this point is a medium to a light tan color for a snowmobile that is being ridden normally. If a spark plug shows a distinctly different color, there could be something wrong with the engine. For example, a very white center electrode porcelain color could indicate an intake track air leak or carburetion problem for that cylinder. Do not attempt to diagnose such problems yourself. Instead, take the snowmobile to a Yamaha dealer for inspection and possible repairs. You should periodically remove and inspect the spark plug because heat and deposits will cause a spark plug to slowly break down and erode. Consult a Yamaha dealer before changing to a different type of spark plug.

Specified spark plug: BR9ES (NGK)

Spark plugs are produced in several different thread lengths. The thread length or reach is the distance from the spark plug gasket seat to the end of the threaded portion. If the reach is too long, overheating and engine damage may result. If the reach is too short, spark plug fouling and poor performance may result. Also, if the reach is too short, carbon will form on the exposed threads resulting in combustion chamber hot spots and thread damage. Always use a spark plug with the specified reach.



Spark plug reach ⓐ: 19.0 mm (0.75 in)

Before installing any spark plug, measure the electrode gap with a wire thickness gauge and adjust to specification.

Spark plug gap ⓑ: 0.7–0.8 mm (0.028–0.031 in)

When installing the spark plug, always clean the gasket surface. Wipe off any grime from the threads and tighten the spark plug to the specified torque.

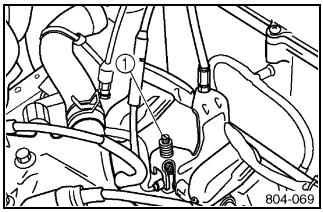
Spark plug tightening torque:
20 Nm (2.0 m·kgf, 14 ft·lb)

ESU00145

Engine idle speed adjustment

CAUTION:

- **Be sure to have a Yamaha dealer make this adjustment.**
- **Make sure that the throttle lever moves smoothly.**
- **Make sure that the carburetor is synchronized first.**



1. Start the engine.

NOTE:

Refer to the “Starting the engine” section.

2. Turn the throttle stop screw ① in or out to adjust the engine idle speed.

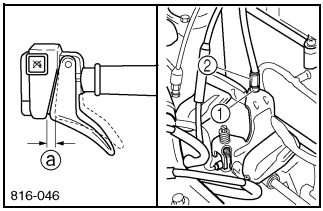
Standard engine idle speed: 1,800 ± 100 r/min

ESU00147

Throttle cable adjustment

CAUTION:

Be sure to adjust the engine idle speed first.



1. Loosen the locknut.
2. Turn the adjuster in or out until the proper throttle lever free play is achieved.

Throttle lever free play ⓐ:
1.0–2.0 mm (0.04–0.08 in)

① Locknut
② Adjuster

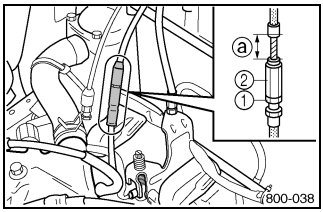
3. Tighten the locknut.

ESU00149

Oil pump cable adjustment

CAUTION:

Be sure to adjust the throttle cable first.



1. Loosen the locknut.
2. Pull the oil pump outer cable and adjust the free play between the adjuster and outer cable by turning the adjuster in or out.

Pump cable free play ⓐ:
20.5 ± 1 mm (0.81 ± 0.04 in)

① Locknut
② Adjuster

3. Tighten the locknut.

ESU00150

Carburetor adjustment

CAUTION:

- **Be sure to have a Yamaha dealer make this adjustment.**
- **Make sure that the carburetor silencer is installed during running to prevent engine damage.**

Under some operating conditions the carburetor setting may have to be changed due to air temperature changes, elevation changes, use of alcohol oxygenated fuels, etc., and should be set by a Yamaha dealer.

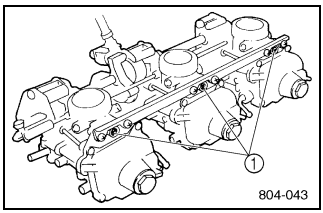
CAUTION:

The drive chain gears and V-belt clutch should be adjusted when operating over a high altitude of 900 m (3,000 ft). Consult a Yamaha dealer.

Pilot screw adjustment

Turn the pilot screw in or out to adjust low speed tuning.

Standard pilot screw position:
1 7/8 turns out from the seated position.

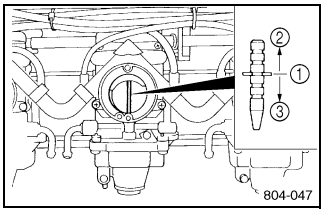


Pilot screw ①	Mixture	Condition
Turn in	Lean	Warm weather
		High altitude
Turn out	Rich	Cold weather
		Low altitude

Jet needle adjustment

Adjust the jet needle by changing its clip position according to the setting chart which is available at a Yamaha dealer.

Standard jet needle clip ① position:
3rd groove from upper end



Clip position	Mixture	Condition
② Upper end	Lean	Warm weather
		High altitude
③ Lower end	Rich	Cold weather
		Low altitude

1. Remove the top cover of the carburetor and jet needle.
2. Change the clip to the proper position. Make sure that the plastic washer is in place below the clip.

⚠ WARNING

Make sure that the throttle outer cable is firmly seated in the holder and the throttle operates smoothly after assembling the carburetor.

3. Assemble by reversing the removal steps.

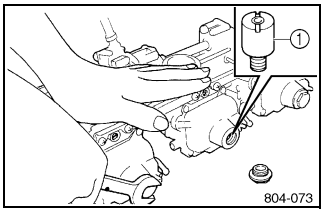
Main jet replacement

Replace the main jet according to the setting chart which is available at a Yamaha dealer.

⚠ WARNING

- **Never remove the drain plug or the float chamber while the engine is hot. Fuel will flow out from the float chamber which could ignite and cause injury.**
- **Place a rag under the carburetor before removing the drain plug or float chamber to catch any spilled fuel.**
- **Handle fuel with care: it is HIGHLY FLAMMABLE.**

Standard main jet:
156.3

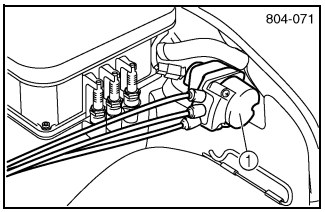


Main jet ①	Mixture	Condition
Small No.	Lean	Warm weather
		High altitude
Large No.	Rich	Cold weather
		Low altitude

1. Loosen the carburetor clamps and remove the carburetor.
2. Pinch the fuel hose to prevent fuel flowing.
3. Remove the drain plug and install the proper main jet.
4. Assemble by reversing the removal steps.

⚠ WARNING

Make sure that the throttle outer cable is firmly seated in the holder and throttle operates smoothly after assembling the carburetor.



ESU00156

Yamaha Power Valve System (Y.P.V.S.)

The Y.P.V.S. is a vital part of the engine and requires very sophisticated adjustment.
Adjustment should be left to a Yamaha dealer who has the professional knowledge, specialized data and equipment to do so properly.

① Y.P.V.S.

CAUTION:

The Y.P.V.S. has been extensively tested and set at the Yamaha factory. Changing these settings without sufficient technical knowledge may result in poor performance of or damage to the engine.

ESU00157

High altitude adjustments

Operating at high altitude reduces the performance of a gasoline engine to about 3% for every 305 m (1,000 ft) of elevation. This is because there is less air as altitude increases. Less air means less oxygen available for combustion.

Your snowmobile can be adjusted to overcome most of the problems found in high altitude riding. Carburetor adjustments are the most important. Less air at high altitude makes the air/fuel ratio too rich, which can cause poor performance. Common problems are hard starting, bogging, and plug fouling. Follow the Main Jet Setting chart which is available at a Yamaha dealer carefully. Proper carburetion adjustments will correct the air/fuel ratio.

Remember: less air at higher altitude means there is less horsepower available, even with proper carburetion. Expect acceleration and top speed to be reduced at higher altitudes.

To overcome operating with less power at high altitudes, your snowmobile may also require different settings for the drive chain gears and V-belt clutch to avoid poor performance and rapid wear. If you plan to operate your snowmobile at an altitude different from the area where you bought it, be sure to consult a Yamaha dealer. They can tell you if there are any changes necessary for the altitude where you plan to ride.

CAUTION:

The drive chain gears and V-belt clutch should be adjusted when operating over a high altitude of 900 m (3,000 ft). Consult a Yamaha dealer.

ESU00161

Cooling system

Air bleeding the cooling system

⚠ WARNING

- **Do not remove the coolant reservoir cap when the engine is hot. Scalding hot fluid and steam may be blown out under pressure, which could cause serious injury.**
  When the engine has cooled, place a thick rag or towel over the coolant reservoir cap, slowly rotate the cap counterclockwise to the detent. This procedure allows any residual pressure to escape. When the hissing sound has stopped, press down on the cap while turning counterclockwise and remove it.
- **The cooling system must be bled of air if the coolant reservoir becomes empty, if air can be seen in the cooling system, or if there is a cooling system leak. Consult a Yamaha dealer.**

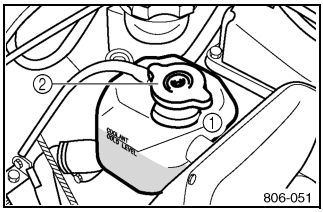
CAUTION:

Operating the engine with an improperly bled cooling system can cause overheating and severe engine damage.

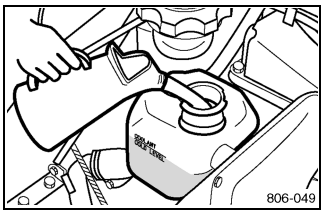
Coolant replenishment

1. Remove the coolant reservoir cap and pour the coolant to the “COLD LEVEL” mark.

Recommended coolant: High quality ethylene glycol antifreeze containing corrosion inhibitors. Coolant and water mixed ratio: 60:40 Total amount: 4.5 L (3.96 Imp qt, 4.76 US qt)



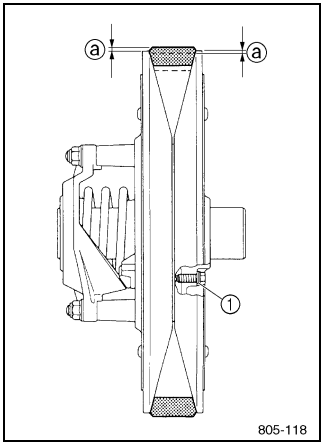
① “COLD LEVEL” mark
② Coolant reservoir cap



2. Start the engine and add coolant until the coolant level does not go down, and then stop the engine.
3. Fill the coolant reservoir with coolant to the “COLD LEVEL” mark.
4. Install the coolant reservoir cap. Check for any coolant leakage.

NOTE:

If you find any leaks, consult a Yamaha dealer.



ESU00166

V-belt replacement

⚠ WARNING

When installing the new V-belt, make sure it is positioned from 1.5 mm (0.06 in) above the edge of the secondary sheave assembly to 0.5 mm (0.02 in) below the edge ⓐ.
If not, the V-belt clutch engagement speed will be changed. The snowmobile may move unexpectedly when the engine is started.
Adjust the V-belt position by removing or adding a spacer ① on each adjusting bolt.
Have a Yamaha dealer make this adjustment.

CAUTION:

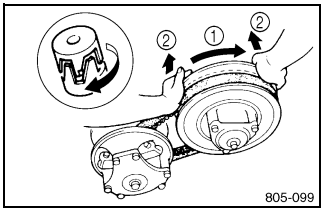
As the V-belt wears, adjustment may be necessary. To ensure proper clutch performance, the V-belt position should be adjusted by adding a spacer on each adjusting bolt when the V-belt position reaches 1.5 mm (0.06 in) below the edge.
Have a Yamaha dealer make this adjustment.

New belt width	34.5 mm (1.36 in)
Belt wear limit width	32.5 mm (1.28 in)

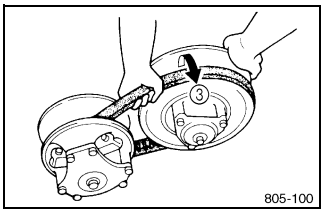
NOTE:

Apply the parking brake before replacing the V-belt.

1. Remove the drive guard.

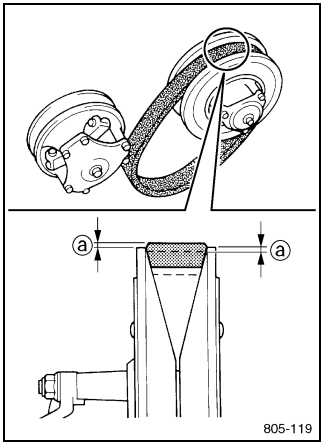


2. Rotate the secondary sliding sheave clockwise ① and push ② it so that it separates from the secondary fixed sheave.



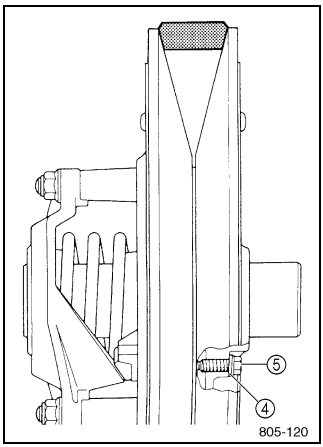
3. Pull ③ the V-belt up over the secondary fixed sheave.

4. Remove the V-belt from the secondary sheave assembly and primary sheave assembly.



5. Put the new V-belt back on the secondary sheave assembly only. Do not force the V-belt between the sheaves; the secondary sliding and fixed sheave must touch each other. Measure the V-belt position.

Standard V-belt position ⓐ:
From 1.5 mm (0.06 in) above the edge of the secondary sheave to 0.5 mm (0.02 in) below the edge.

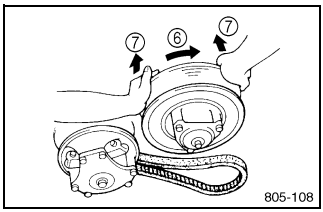


6. If the position is incorrect, adjust the V-belt position by removing or adding a spacer ④ on each adjusting bolt ⑤.

V-belt position	Adjustment
More than 1.5 mm (0.06 in) above the edge	Remove spacer
From 1.5 mm (0.06 in) above the edge to 0.5 mm (0.02 in) below the edge	Not necessary (It is correct.)
More than 0.5 mm (0.02 in) below the edge	Add spacer

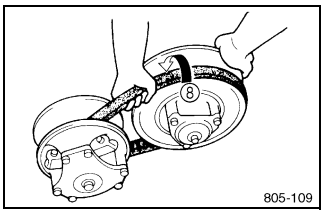
7. Tighten each adjusting bolt.

Adjusting bolt tightening torque:
10 Nm (1.0 m·kgf, 7.2 ft·lb)



8. Install the V-belt over the primary sheave assembly.

9. Rotate the secondary sliding sheave clockwise ⑥ and push ⑦ it so that it separates from the secondary fixed sheave.



10. Install the V-belt ⑧ between the secondary sliding and secondary fixed sheaves.

11. Install the drive guard.

⚠ WARNING

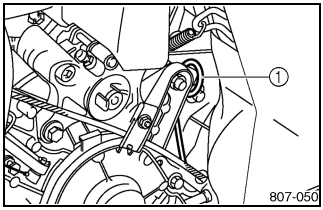
Never run the engine with the V-belt or drive guard removed.

ESU00171

Checking the oil level of the drive chain housing

⚠ WARNING

The engine and muffler will be very hot after the engine has been run. Avoid touching the engine and muffler while they are still hot with any part of your body or clothing during inspection or repair.

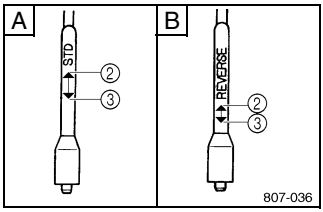


1. Place the snowmobile on a level surface.
2. Remove the dipstick ① and wipe it off with a clean rag. Then put the dipstick in the hole.

CAUTION:

There is a magnet attached to the end of the dipstick. It is used to remove any metal particles that may accumulate in the drive chain housing. When removing the dipstick be sure to:

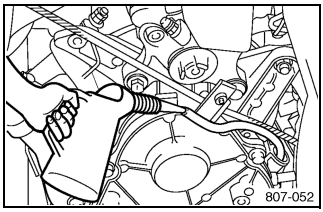
- **Pull it out slowly and gently so the metal particles do not fall off the magnet back into the drive chain housing.**
- **Wipe off the magnet before reinserting the dipstick into the drive chain housing.**



3. Pull up the dipstick and check that the oil is between the upper and lower levels. If not, add oil to the upper level.

② Upper level
③ Lower level

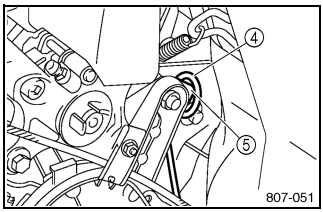
Drive chain oil:	API GL-3 SAE 75 or 80



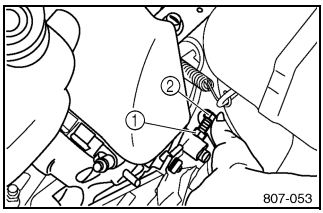
A For models without reverse transmissions (SXV70)
B For models with reverse transmissions (SXV70ER)

CAUTION:

Make sure that no foreign material enters the drive chain housing.



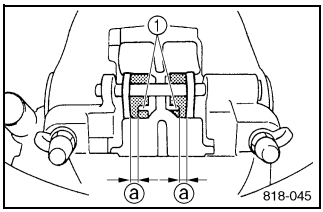
4. Reinstall the dipstick and fit the loop ④ of the dipstick handle onto the projection ⑤ of the gear case.



Chain tension adjustment

1. Loosen locknut.
2. Turn the adjuster bolt clockwise until it is finger tight.
3. Hold the adjuster bolt in place while tightening the chain adjuster locknut.

① Locknut
② Adjuster bolt



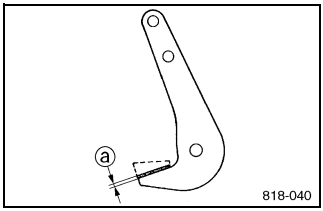
ESU00174

Checking the brake pads

Check the brake pads for wear.
If the brake pads reach the wear limit, ask a Yamaha dealer to replace them.

① Brake pad wear indicator

Wear limit ⓐ: 1.5 mm (0.06 in)



ESU00179

Checking the parking brake pads

Check the parking brake pads for wear by measuring the thickness of the pads.
If the parking brake pads reach the wear limit, ask a Yamaha dealer to replace them.

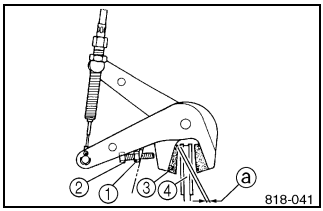
Wear limit ⓐ: 1.0 mm (0.04 in)

Adjustment

As the parking brake pads wear, adjustment may be necessary to ensure proper brake performance.

⚠ WARNING

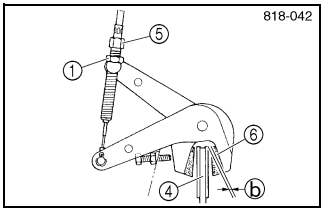
Be sure to have a Yamaha dealer make this adjustment.



818-041

1. Loosen the locknut ①.
2. Turn the parking brake adjuster ② in or out to adjust the clearance between the parking brake pad ③ and brake disc ④.

Clearance ⓐ: 1.2–1.3 mm (0.047–0.051 in)

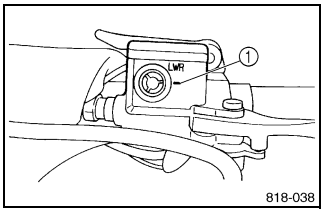


818-042

3. Turn the cable adjuster ⑤ in or out to adjust the clearance between the parking brake pad ⑥ and brake disc ④.

Clearance ⓑ: 1.2–1.3 mm (0.047–0.051 in)

4. Tighten the locknut.



818-038

ESU00180

Checking the brake fluid level

Place the snowmobile on a level surface. Check that the brake fluid is above the lower level and replenish when necessary.

① Lower level

Specified brake fluid: DOT 4

⚠ WARNING

Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.

If the brake fluid level goes down, consult a Yamaha dealer.

CAUTION:

Brake fluid may deteriorate painted surfaces or plastic parts. Never spill any fluid. If any is spilled, clean it up immediately.

ESU00181

Brake fluid replacement

Brake fluid replacement is necessary when the following components are replaced during the periodic maintenance or if they are damaged or leaking.

a. All oil seals of the master cylinder and caliper cylinder
b. The brake hose

⚠ WARNING

Make sure that the brake fluid and the above parts are replaced by a Yamaha dealer.

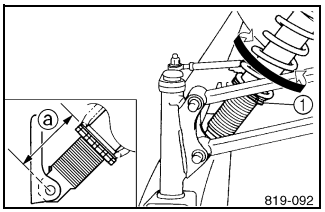
ESU00183

Suspension

The suspension can be adjusted to suit rider preference. A softer setting, for example, may provide greater rider comfort, while a harder setting may allow more precise handling and control over certain types of terrain or riding conditions.

⚠ WARNING

Be sure to have a Yamaha dealer make this adjustment.



ESU00237

Ski spring preload adjustment

The spring preload can be adjusted by turning the spring preload adjuster ①.

Spring seat length	Standard		
	Long	← →	Short
Preload	Hard	← →	Soft
ⓐ Length	Maximum 138.5 mm (5.45 in)	128.5 mm (5.06 in)	Minimum 118.5 mm (4.67 in)

CAUTION:

The left and right ski spring preload must be set to the same pressure. Uneven settings can cause poor handling and loss of stability.

⚠ WARNING

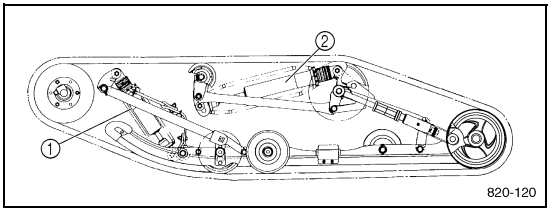
This shock absorber contains highly pressurized nitrogen gas. It could explode by improper handling, causing injury, or property damage.

- **Do not tamper with or attempt to open the shock absorber.**
- **Do not subject the shock absorber to an open flame or other high heat source, which could cause it to explode.**
- **Do not deform or damage the shock absorber in any way.**
- **Do not dispose of a worn or damaged shock absorber by yourself. Take the unit to a Yamaha dealer.**

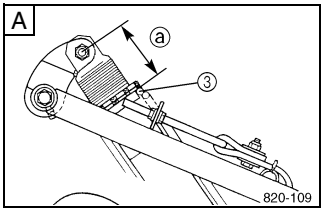
ESU00195

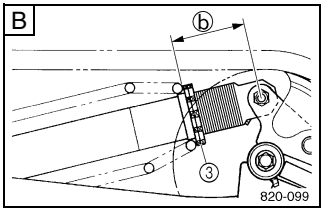
Rear suspension spring preload adjustment

The rear suspension is equipped with two shock absorbers. One is in the front ① and the other is in the rear ② of the rear suspension assembly.



The spring preload can be adjusted by turning the spring preload adjuster ③ on the front and rear shock absorbers.





Spring seat length	Standard		
	Long	← →	Short
Preload	Hard	← →	Soft
Ⓐ ⓐ Length (front)	Maximum 96.8 mm (3.81 in)	86.8 mm (3.42 in)	Minimum 76.8 mm (3.02 in)
Ⓑ ⓑ Length (rear)	Maximum 80.3 mm (3.16 in)	70.3 mm (2.77 in)	Minimum 60.3 mm (2.37 in)

⚠ WARNING

Be sure to have a Yamaha dealer make this adjustment.

This shock absorber contains highly pressurized nitrogen gas. It could explode by improper handling, causing injury, or property damage.

- **Do not tamper with or attempt to open the shock absorber.**
- **Do not subject the shock absorber to an open flame or other high heat sources, which could cause it to explode.**
- **Do not deform or damage the shock absorber in any way.**
- **Do not dispose of a worn or damaged shock absorber by yourself. Take the unit to a Yamaha dealer.**

ESU00197

Rear suspension full rate adjustment

The total suspension spring rate and damping characteristics can be adjusted by changing the installed position of the shock absorber.

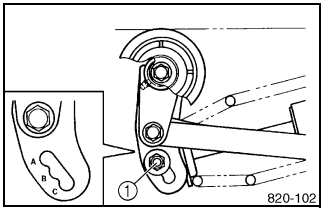
⚠ WARNING

Be sure to have a Yamaha dealer make this adjustment.

Installation position	C	B	A
Spring rate and damping	Hard	Medium	Soft
Standard	B		

NOTE:

Be sure to make this adjustment when there is no load (rider or cargo) on the snowmobile.

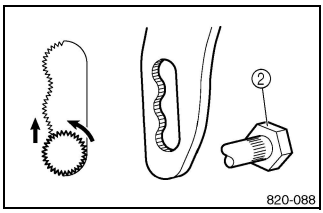


820-102

1. Loosen the full rate adjusting nut ① 1/2 or 3/4 turn, while holding the adjusting bolt ② securely with a wrench so it does not move.

CAUTION:

Never allow the adjusting bolt ② to move while loosening the nut.

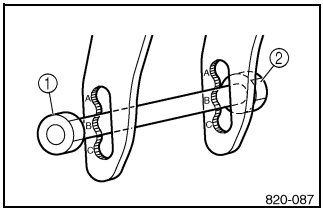


820-088

2. Turn the adjusting bolt ② to the desired position.

CAUTION:

Make sure that the adjusting bolt ends are set at the same position on each side.



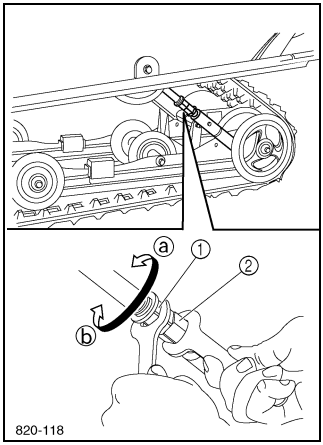
820-087

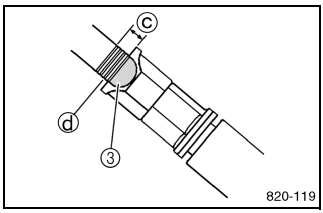
3. While holding the adjusting bolt securely, tighten the full rate adjusting nut ①.

Full rate adjusting nut tightening torque:
49 Nm (4.9 m·kgf, 35.4 ft·lb)

CAUTION:

Never allow the adjusting bolt to move while tightening the nut.





ESU00292

Control rod adjustment

The weight transfer can be adjusted by turning the control rod adjusting nut ①.

1. Loosen the locknut ② while holding the control rod adjusting nut ①.
2. To increase weight transfer, turn the adjusting nut in direction ⓐ. To decrease weight transfer, turn the adjusting nut in direction ⓑ.
3. Tighten the locknut.

Locknut tightening torque:
25 Nm (2.5 m·kgf, 18.1 ft·lb)

CAUTION:

- When using the two 22-mm wrenches included in the tool kit, make sure that they are situated at a right angle to the control rod as shown, and that they are tightly fitted to the locknut and the control rod adjusting nut.
- The left and right adjusting nuts must be set to the same position. Uneven settings can cause poor handling and loss of stability.

⚠ WARNING

Never adjust the control rods beyond the maximum range indicated on the rods with red paint ③.

ⓒ Adjustable range
ⓓ Standard position

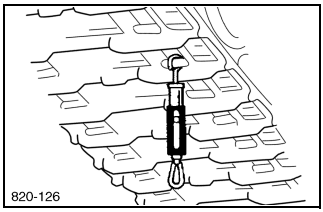
ESU00199

Drive track adjustment

⚠ WARNING

A broken track, track fittings or debris thrown by the drive track could be dangerous to an operator or bystanders. Observe the following precautions:

- **Do not allow anyone to stand behind the snowmobile when the engine is running.**
- **When the rear of the snowmobile is raised to allow the drive track to spin, a suitable stand must be used to support the rear of the snowmobile. Never allow anyone to hold the rear of the snowmobile off the ground to allow the drive track to spin. Never allow anyone near a rotating drive track.**
- **Inspect the drive track condition frequently. Replace damaged slide metal. Replace the drive track if it is damaged to the depth where fabric reinforcement material is visible or support rods are broken. Otherwise, track damage or failure could result in loss of braking ability and snowmobile control, which could cause an accident.**
- **Never install studs (cleats) closer than 76 mm (3 in) from the edge of the track.**

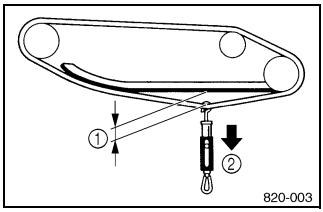


Drive track deflection measurement

1. Lay the snowmobile on its side.
2. Measure the drive track deflection with a spring scale. Pull at the center of the drive track with a force of 100 N (10 kg, 22 lb).

NOTE:

Measure the gap between the slide runner and the edge of the track window. Measure both sides.



① Deflection
② 100 N (10 kg, 22 lb)

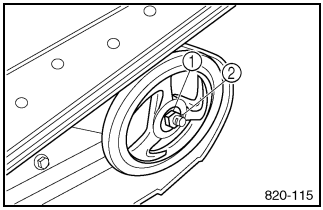
Standard drive track deflection:
25–30 mm (0.98–1.18 in) / 100 N (10 kg, 22 lb)

3. If the deflection is incorrect, adjust the drive track.

Drive track adjustment

⚠ WARNING

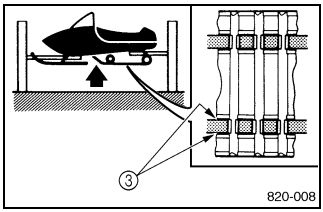
- **Be sure to have a Yamaha dealer make this adjustment.**
- **Support the snowmobile securely on a suitable stand before working underneath the snowmobile.**
- **Operate the engine in a well-ventilated area.**



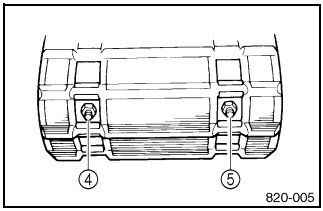
1. Lift the rear of the snowmobile onto a suitable stand to raise the drive track off the ground.
2. Loosen the rear axle nut ①.

NOTE:

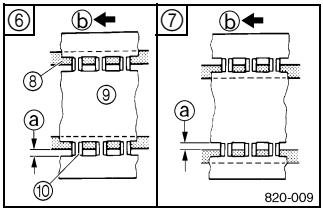
It is not necessary to remove the cotter pin ②.



3. Start the engine and rotate the drive track one or two turns. Stop the engine.
4. Check the drive track alignment with the slide runners ③. If the alignment is incorrect, align the drive track by turning the left and right adjusters.



Drive track alignment	⑥ Shifted to right	⑦ Shifted to left
④ Left adjuster	Turn out	Turn in
⑤ Right adjuster	Turn in	Turn out



⑧ Slide runners
⑨ Drive track
⑩ Slide metal
ⓐ Gap
ⓑ Forward

5. Adjust the drive track deflection to specification.

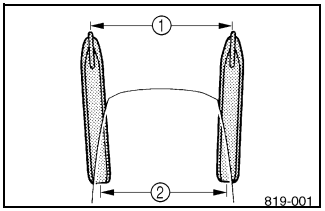
Drive track deflection	More than specified	Less than specified
④ Left adjuster	Turn in	Turn out
⑤ Right adjuster	Turn in	Turn out

CAUTION:

The right and left adjusters should be turned to an equal amount.

6. Recheck alignment and deflection. If necessary, repeat steps 3 to 5 until the proper adjustment is achieved.
7. Tighten the rear axle nut.

Rear axle tightening torque: 75 Nm (7.5 m·kgf, 54.2 ft·lb)



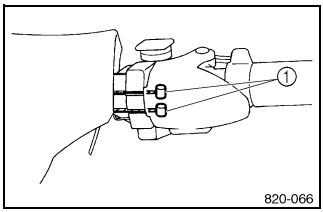
ESU00200

Ski alignment

1. Turn the handlebar so the skis face straight ahead.
2. Check the following for ski alignment:
   a. Skis are facing forward.
   b. Ski toe-out (① – ②) is within specification.

Ski toe-out (① – ②): 0–15 mm (0–0.59 in)

3. If the alignment is not correct, consult a Yamaha dealer.



ESU00247

Lubrication

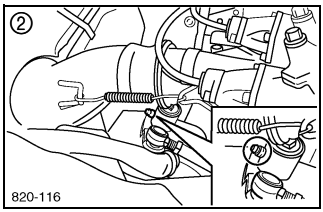
Lubricate the following points.

Lubricant: Low-temperature grease

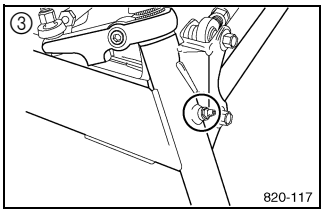
① Throttle cable ends

⚠ WARNING

Apply a dab of grease onto the cable end only. Do not grease the brake or throttle cables themselves because they could become frozen, which could cause loss of control.

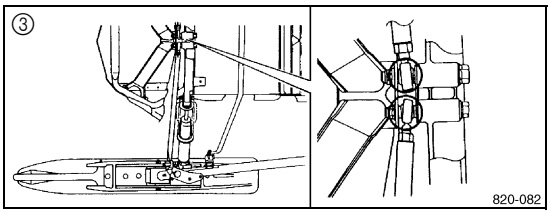


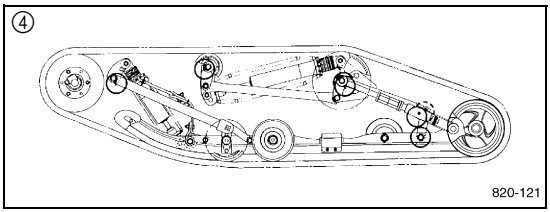
② Steering

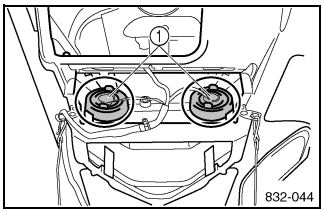


③ Front suspension

④ Rear suspension



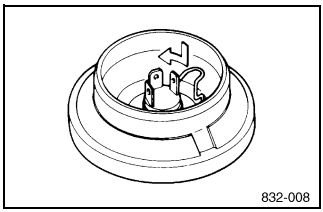




ESU00208

Headlight bulb replacement

1. Lift up the shroud.
2. Disconnect the headlight connector.
3. Remove the bulb holder cover.
4. Remove the bulb holder by depressing and turning it counterclockwise.

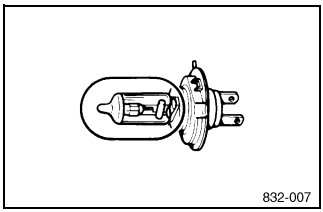


① Bulb holder cover

5. Remove the bulb.

⚠ WARNING

Keep flammable products or your hands away from the hot bulb until it cools down.

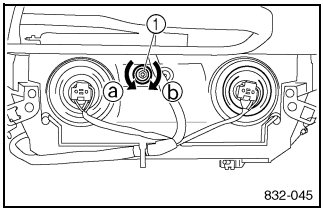


6. Install the new bulb.

Bulb type: 12 V, 60/55 W

CAUTION:

Keep oil or your hands away from the glass part of the bulb or its life and illumination will be affected.
If the glass is oil stained, thoroughly clean it with a cloth moistened with alcohol or lacquer thinner.

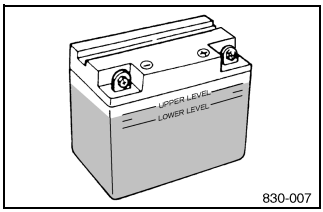


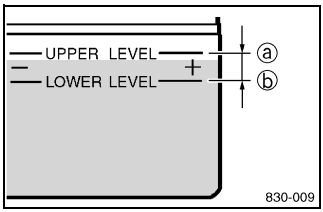
ESU00293

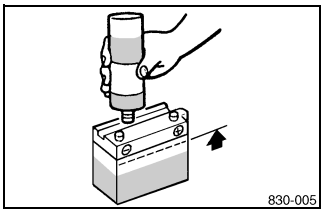
Headlight beam adjustment

1. Turn the headlight beam adjuster ① in or out to adjust the headlight beam.

Headlight beam moves:
ⓐ Down
ⓑ Up







ESU00213

Battery

For SXV70ER

Replenishing the battery fluid

1. Check the fluid level. The level should be between the upper and lower level marks.

ⓐ "UPPER LEVEL"
ⓑ "LOWER LEVEL"

2. Add only distilled water if necessary.

CAUTION:

Normal tap water contains minerals which are harmful to a battery; therefore refill only with distilled water.

⚠ WARNING

Battery electrolyte is poisonous and dangerous. It contains sulfuric acid and can cause severe burns. Avoid contact with skin, eyes, or clothing.

ANTIDOTE:

- **EXTERNAL: Flush with water.**
- **INTERNAL: Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call physician immediately.**
- **EYES: Flush with water for 15 minutes and get prompt medical attention.**

Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in an enclosed space. Always shield your eyes when working near batteries.

KEEP OUT OF THE REACH OF CHILDREN.

ESU00282

Fuse replacement

For SXV70ER

⚠ WARNING

Be sure to use the specified fuse. A wrong fuse will cause electrical system damage and A FIRE HAZARD.

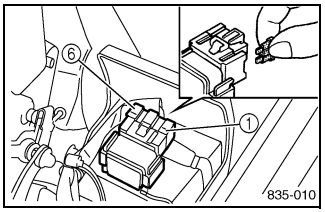
CAUTION:

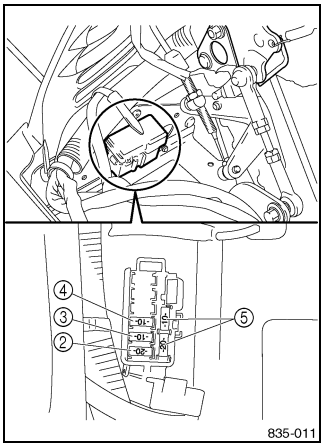
Make sure that the main switch is turned off to prevent accidental short circuiting.

1. Lift up the shroud.
2. Replace the blown fuse with one of proper amperage.

NOTE:

If the fuse immediately blows again, ask a Yamaha dealer to inspect the snowmobile.





Specified fuses:	
① Main fuse:	30 A
② “HEAD” fuse:	20 A
③ “TAIL” fuse:	10 A
④ “IGNITION” fuse:	10 A

⑤ Spare fuses (20 A, 10 A)
⑥ Spare main fuse

ESU00294

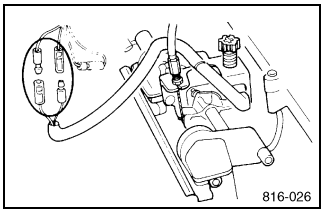
TROUBLESHOOTING

A. Engine turns over but does not start

1. Fuel system
   No fuel supplied to combustion chamber
- No fuel in tank ... Supply fuel.
- Clogged fuel line ... Clean fuel line.
- Clogged carburetor ... Clean carburetor.

   Fuel supplied to combustion chamber
- Flooded engine (too much choke) ... Crank engine with throttle open or wipe the spark plugs dry.

2. Electrical system
   Poor or no spark
- Spark plugs are dirty with carbon or are wet ... Remove carbon or wipe the spark plugs dry; replace if necessary.
- Faulty ignition system ... Ask a Yamaha dealer to inspect.
- T.O.R.S. system malfunction ... Disconnect the carburetor switch connectors and connect the wire harness connectors together to bypass the T.O.R.S.

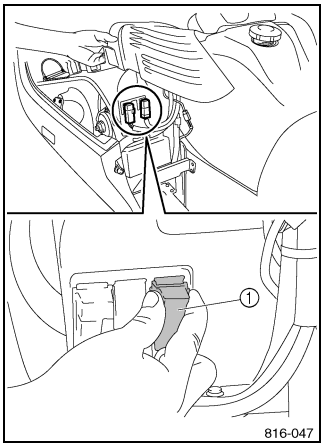


⚠ WARNING

- **Before bypassing the T.O.R.S., make sure that the throttle returns properly to the fully-closed position.**
- **The T.O.R.S. is an important safety device; in the case of a malfunction, take the snowmobile to a Yamaha dealer immediately for repair.**

For SXV70

- Short circuit in the lighting system, signal system and meter system (except for the ignition system) ... Disconnect the relay with the white coupler (not the black coupler) to activate the ignition circuit so that the engine can be started. Ask a Yamaha dealer to inspect the electrical circuits as soon as possible.



① Relay with the white coupler

3. Compression
   Insufficient
- Loose cylinder head nuts ... Tighten nuts properly.
- Worn or damaged gasket ... Replace gasket.
- Worn or damaged piston and cylinder ... Ask a Yamaha dealer to inspect.

B. Engine does not turn over with the recoil starter

1. Seized engine ... Seizure is caused by poor lubrication, inadequate fuel, or an air leak—Ask a Yamaha dealer to inspect.

2. “Hydrolock” occurs when fuel has filled the crankcase when the vehicle has been transported. ... Remove the spark plugs and turn the engine over several times with the ignition off to expel excess fuel. Ask a Yamaha dealer to inspect.

C. Electric starter does not operate or operates slowly

For SXV70ER

1. Faulty wire connections ... Check connections or ask a Yamaha dealer to inspect.
2. Discharged battery... Check battery fluid and charge battery.
3. Engine trouble ... Check B above.

D. Engine power is low

1. Faulty spark plugs ... Clean or replace the spark plugs.
2. Incorrect jetting for altitude or temperature ... Carburetor. Ask a Yamaha dealer to inspect.
3. Improper fuel flow ... See A.1. above.
4. Incorrect V-belt clutch settings for altitude or conditions ... Ask a Yamaha dealer to inspect.

E. Engine constantly backfires or misfires

1. Faulty spark plugs ... Replace the spark plugs.
2. Clogged fuel system ... See A.1. above.
3. Malfunctioning T.O.R.S. system ... See A.2. above.

F. Engine overheats

1. Insufficient coolant ... Add coolant.
2. Air in cooling system ... Bleed air or ask a Yamaha dealer to inspect.
3. Leaking coolant ... Ask a Yamaha dealer to inspect.

G. Snowmobile does not move

1. Malfunctioning V-belt clutch ... Ask a Yamaha dealer to inspect.
2. Drive track does not move ... Foreign object is caught in the drive track, or slide runners have melted to the slide metal due to lack of lubrication.
3. Tight, loose, or broken drive chain ... Ask a Yamaha dealer to inspect.

H. V-belt twists

1. Improper V-belt ... Replace with the correct V-belt.
2. Incorrect V-belt clutch offset ... Ask a Yamaha dealer to inspect.
3. Loose or broken engine mount ... Ask a Yamaha dealer to inspect.

I. V-belt slips or burns

1. Oily or dirty V-belt or primary and secondary sheave assembly surfaces ... Clean.
2. Problem with the driveline ... See H above.

J. Engine does not upshift or downshift properly or engages harshly

1. Worn or damaged V-belt ... Replace the V-belt or ask a Yamaha dealer to inspect.
2. Incorrect V-belt clutch settings for altitude or conditions ... Ask a Yamaha dealer to inspect.
3. Worn or sticking primary sheave assembly ... Ask a Yamaha dealer to inspect.
4. Worn or sticking secondary sheave assembly ... Ask a Yamaha dealer to inspect.

K. Noise or excessive vibration in drive chain and sprockets

1. Broken V-belt clutch components ... Ask a Yamaha dealer to inspect.
2. Worn or damaged bearings ... Ask a Yamaha dealer to inspect.
3. Worn or damaged V-belt with flat spots ... Replace.
4. Worn or damaged idler wheels or shafts ... Ask a Yamaha dealer to inspect.
5. Worn or damaged drive track ... Ask a Yamaha dealer to inspect.

ESU00252

STORAGE

Long term storage requires some preventive procedures to guard against deterioration.

1. Cleaning

Thoroughly clean the snowmobile, inside and out, to remove the corrosive salts and acids that can accumulate. Use Yamaha Mud and Grease Release, or an equivalent product, to loosen mud, grease, and grime. Wash with mild soap, then rinse and dry completely.

2. Lubrication

Lubricate moving parts, suspension linkage, and pivot points. Use the grease or lubricant specified in the MAINTENANCE section, or Yamaha Lube-Zall general purpose lubricant. Proper lubrication fights corrosion while it reduces friction.

3. Fuel system preparation

Add Yamaha Fuel Conditioner/Stabilizer, or an equivalent stabilizer, to the fuel tank to help prevent fuel oxidation, gum and varnish deposits, and to inhibit corrosion in the fuel system and carburetor. In areas where oxygenated fuel (gasohol) is used, completely drain the fuel system. Ask a Yamaha dealer if further information is needed.

4. Engine

Proper storage of the engine is essential to prevent costly rust and corrosion damage to internal engine components. This is more important in areas where oxygenated fuel (gasohol) is used, because the alcohol content in the fuel increases the chance for water to enter the engine. Use Yamaha Stor-Rite Fogging Oil, or an equivalent fogging oil, to protect both the combustion chamber and crankshaft from corrosion. An alternate method is to remove the carburetor silencer and squirt oil into the carburetor throats while the engine is running.

CAUTION:

Do not attempt to store the snowmobile by simply starting the engine occasionally during the storage period. This can cause more harm than good! Moisture and acids form during combustion which can actually increase the chance for corrosion damage during the storage period.

5. Protection

Apply a coat of wax, such as Yamaha Silicone Wax, to painted surfaces. Spray Yamaha Silicone Spray, or an equivalent protectant, on the exterior of the engine, drive track, and on other metal, plastic, and rubber parts.

6. Battery

For SXV70ER

Remove the battery from the snowmobile and check the fluid level. Add only distilled water if necessary. (See the “Battery—Replenishing the battery fluid” section on page 8-29 for instructions.) After checking the fluid level, charge the battery. Store it in a cool, dry place that is above 0 °C (32 °F), but less than 30 °C (90 °F). Check the condition of the battery with a hydrometer once a month, and charge it as necessary.

⚠ WARNING

- **Never smoke around the battery while it is being charged. Sparks may ignite the hydrogen gas created by the battery.**
- **Never connect or disconnect the battery to the snowmobile while it is being charged. Sparks may ignite the hydrogen gas created by the battery.**
- **Make sure that the battery terminals are tight and that the battery vent tube is properly routed and is securely attached to the battery.**

CAUTION:

Do not charge the battery quickly. Charge the battery for 10 hours at 2.0 amperes.

7. Drive track

Loosen the drive track, and block up the chassis so that the track is suspended above the ground.

8. V-belt

Remove the V-belt and store separately.

9. Storage

Store the snowmobile in a dry, well-ventilated place out of direct sunlight. Put a fabric cover over the snowmobile, preferably one that is designed for it. Do not use a plastic or vinyl cover—condensation could be trapped underneath which could increase the chances of rusting.

Returning to service after storage

When returning your snowmobile to service, reinstall the V-belt and adjust the drive track. Install the battery, and make sure that the battery vent tube is properly installed and that there are no kinks in it. Remove the spark plugs and clean or replace them if necessary. Perform all other pre-operation and seasonal maintenance checks listed in the periodic maintenance chart.

For peak performance, it is recommended that you have your snowmobile checked and tuned by a Yamaha dealer. They have the experience and training to help you get the maximum performance and use of your Yamaha snowmobile.

ESU00228

SPECIFICATIONS

ESU00229

Dimensions

	SXV70/SXV70ER
Overall length	2,780 mm (109.4 in)
Overall width	1,200 mm (47.2 in)
Overall height	1,230 mm (48.4 in)
Dry weight	222 kg (489 lb): SXV70 235 kg (518 lb): SXV70ER
Ski tread	1,070 mm (42.1 in)

ESU00230

Engine

	SXV70/SXV70ER
Type	Liquid cooled 2-stroke, 7-port
Cylinder arrangement	Parallel 3-cylinder
Displacement	696 cm^3
Bore × Stroke	69.0 × 62.0 mm (2.72 × 2.44 in)
Idle speed	1,800 ± 100 r/min
Engine oil type	YAMALUBE 2-cycle oil
Carburetor type	MIKUNI, TM33 × 3
Fuel	Unleaded gasoline Pump octane $\frac{R + M}{2}$; 88 or higher
Starting system	Manual with recoil starter: SXV70 Electric and manual with recoil starter: SXV70ER

ESU00231

Chassis

	SXV70/SXV70ER
Drive track and suspension:	
Track	Molded rubber, fiber glass rod reinforced
Width	381 mm (15.0 in)
Track deflection	25–30 mm (0.98–1.18 in)/ 100 N (10 kg, 22 lb)
Length on ground	752 mm (29.6 in)
Suspension type	Slide Rail Suspension
Drive sprocket	Quadruple polyethylene, 9 teeth
Transmission:	
Type	Automatic centrifugal engagement, infinitely variable 3.8:1–1:1
Sheave distance	
Primary sheave center-to-secondary sheave center	Approx. 268.5 mm (10.57 in)
Primary sheave bolt center-to-secondary sheave bolt center	Approx. 269.5 mm (10.61 in)
Sheave offset	
Secondary sheave	
Front side	Approx. 14 mm (0.55 in): SXV70 Approx. 19 mm (0.75 in): SXV70ER
Rear side	Approx. 12 mm (0.47 in): SXV70 Approx. 17 mm (0.67 in): SXV70ER
Engagement speed*	Approx. 3,900 r/min
Shift speed*	Approx. 8,400 r/min
Drive chain	Silent chain enclosed in oil bath
Reduction ratio	38/22 (1.73)
Fuel tank:	
Tank capacity	44.3 L (9.7 Imp gal, 11.7 US gal)
Oil tank:	
Tank capacity	3.0 L (2.6 Imp qt, 3.2 US qt)
Brake:	
Type	Hydraulic disc type (ventilated disc)
Operation	Handle lever, left hand operated
Throttle:	
Operation	Handle lever, right hand operated

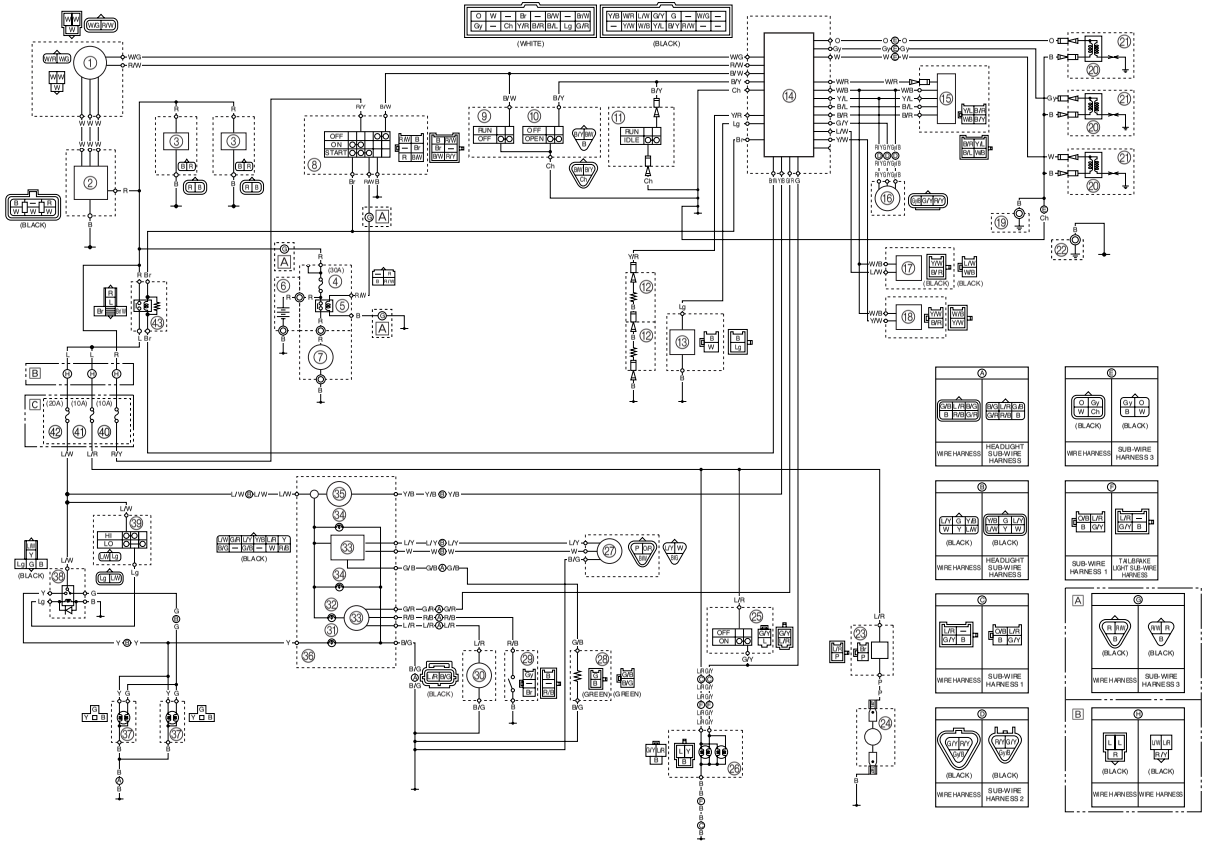
* Subject to change according to elevation settings.

ESU00232

Electric

		SXV70/SXV70ER
Ignition system		DC-CDI
Spark plug	Type	BR9ES (NGK)
	Gap	0.7–0.8 mm (0.028–0.031 in)
Battery	Capacity	GM18Z-3A/12 V 20A·h: SXV70ER
	Maximum charge rate	2.0 Amperes/hr for 10 hrs: SXV70ER
Headlight	Bulb × Quantity	12 V, 60/55 W × 2
Tail/brake light	Bulb × Quantity	12 V, 5/21 W × 2
Meter light	Bulb × Quantity	14 V, 50 mA × 6
Indicator light	Bulb × Quantity	14 V, 80 mA × 2

WIRING DIAGRAM



① AC magneto
② Rectifier/regulator
③ Condenser (SXV70)
④ Main fuse (SXV70ER)
⑤ Starter relay (SXV70ER)
⑥ Battery (SXV70ER)
⑦ Starter motor (SXV70ER)
⑧ Main switch
⑨ Engine stop switch
⑩ Throttle switch
⑪ Carburetor switch
⑫ Grip warmer
⑬ Thumb warmer
⑭ CDI unit
⑮ Servo motor
⑯ Throttle position sensor
⑰ Variable resistor (thumb warmer)
⑱ Variable resistor (grip warmer)
⑲ Engine ground
⑳ Ignition coil
㉑ Spark plug
㉒ Frame ground
㉓ DC back buzzer (SXV70ER)
㉔ Gear position switch (SXV70ER)
㉕ Brake light switch
㉖ Tail/brake light
㉗ Speed sensor
㉘ Fuel sender
㉙ Oil level switch
㉚ Coolant temperature sensor
㉛ High beam indicator light
㉜ Warning light
㉝ Multi-function meter
㉞ Meter light
㉟ Tachometer
㊱ Meter assembly
㊲ Headlight
㊳ Headlight relay (with the black coupler)
㊴ Headlight beam switch
㊵ "IGNITION" fuse (SXV70ER)
㊶ "TAIL" fuse (SXV70ER)
㊷ "HEAD" fuse (SXV70ER)
㊸ Load control relay (with the white coupler)

Ⓐ SXV70
Ⓑ SXV70
Ⓒ SXV70ER

COLOR CODE

B	Black
Br	Brown
Ch	Chocolate
G	Green
Gy	Gray
L	Blue
Lg	Light green
O	Orange
P	Pink
R	Red
W	White
Y	Yellow
B/G	Black/Green
B/L	Black/Blue
B/R	Black/Red
B/W	Black/White
B/Y	Black/Yellow
Br/W	Brown/White
G/B	Green/Black
G/R	Green/Red
G/Y	Green/Yellow
Gy/B	Gray/Black
L/R	Blue/Red
L/W	Blue/White
L/Y	Blue/Yellow
O/B	Orange/Black
O/R	Orange/Red
R/B	Red/Black
R/W	Red/White
R/Y	Red/Yellow
W/B	White/Black
W/G	White/Green
W/R	White/Red
Y/B	Yellow/Black
Y/L	Yellow/Blue
Y/R	Yellow/Red
Y/W	Yellow/White

–MEMO–

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